

**The Proposed Balboa Park Master Plan and
Precise Plan Amendments and the
Zoological Society of San Diego Leasehold Expansion**

Design Charrette Summary

B a l b o a P a r k
Proposed Master Plan Amendments and
Zoological Society of San Diego Leasehold

Design Charrette Summary

Part 1:
Overview of the Charrette

OPENING REMARKS

Stephen Haase, Development Review Manager of the Planning and Development Review Department at the City of San Diego, welcomed everyone to the design charrette for the San Diego Zoo and Balboa Park. He introduced Keren Stashower, the Working Group facilitator, and Steve Estrada, who will be conducting the charrette. Stephen introduced the rest of the staff who helped put today's event together and thanked them for their efforts. Stephen also provided a brief history of events since the initiation of the planning process for the Zoo in June 1999. He also explained the role of the City, the Zoo and the Working Group in the planning process. The City's job is to facilitate the planning process, the Zoo is the project applicant and the Working Group was convened to advise the City on issues of project options and issues related to the Master Plan. Any plan that is submitted will then go through a formal review process, including environmental analysis and review by several boards and commissions, the Planning Commission and eventually the City Council. Stephen turned the meeting over to Keren Stashower, who reviewed the agenda. Keren also reviewed the Working Group's visions for success and went over their ground rules. Keren indicated that the session was being videotaped for documentation purposes.

REVIEW OF BALBOA PARK MASTER PLAN AND PRECISE PLAN CONDITIONS

Steve Estrada provided an overview of Balboa Park and the goals of the Balboa Park Master Plan, which was adopted in 1989. He referred to a map of the Master Plan that was available for use during the charrette process. Steve outlined several of the goals indicated in the Master Plan, including the restoration of Florida Canyon habitat, the closing of the parking areas in the Prado and the Palisades, and the construction of a parking structure behind the Organ Pavilion.

In 1992, the Central Mesa Precise Plan was approved. The Central Mesa includes the Zoo parking lot, the Prado, Palisades, and areas to I-5, Highway 163 and Park Boulevard. The Precise Plan provides more details about the goals of the park in the specified area. Steve also indicated that the East Mesa Precise Plan was available for use during the charrette.

Steve discussed some specific elements of Balboa Park that the participants may want to consider during the charrette including: Florida Canyon and the sensitive habitat areas (a map showing the MSCP boundary was provided), plans for Inspiration Point, the archery range, the Rose Garden area, the Zoo entrance as it relates to the Prado, and the incorporation of mass transit.

OVERVIEW OF CHARRETTE PROCESS

Steve referred to the following "problem statement" that each of the groups would address when developing plan options:

"The San Diego Zoological Society has requested consideration of additional space. What design options would best integrate the needs and interests of the Zoo, other Balboa Park institutions, users and neighbors, and the San Diego community at large?"

In developing plan options, the following goals were identified to help guide the groups through the design process. The goals are not necessarily listed in order of importance.

- Maximize the pedestrian environment
- Create a strong link between the Zoo and the Prado
- Reduce pedestrian and automobile conflicts
- Add more parking for the Zoo
- Add more parking for the rest of Balboa Park Central Mesa
- Consider shared parking opportunities
- Minimize automobile congestion
- Improve access for alternative (to the automobile) transportation
- Create a pedestrian and automobile circulation system that is logical and easy to understand
- Provide more space for the Zoological Gardens
- Maximize the preservation and creation of free and open parkland
- Respect the existing biological resources
- Respect existing visual resources
- Minimize visual impacts to surrounding community
- Minimize traffic impacts to surrounding community
- Respect existing historical resources

Steve referred to seven major questions that each plan will try to address:

- Where could the San Diego Zoo land use needs be accommodated?
- How could it relate to the rest of the park?
- Where can new free and open parkland be located?
- Where could parking facilities be located to serve both the Zoo and the entire park?
- How does one get to the parking facilities by car?
- How do you get to your destination from the parking facilities?
- How could mass transit options be integrated into the design solution?

OVERVIEW OF CHARRETTE PROCESS (continued)

During the next two hours, each team participated in a brainstorming process to develop ideas. Any ideas were valid. Steve encouraged the groups to think big and not think about constraints at this point. To aid the groups in this process, each table was provided two copies of a binder that includes summaries of all the presentations made to the Working Group. Steve referred to a yellow sheet included in the agenda packets that allows for additional ideas to be presented after the charrette. Each table also had an envelope containing templates that indicate the size of things such as parking lots and parking structures of various sizes, the size of a trolley station, the size of different acreages, etc. Also provided was a string scale that is marked at every 500 feet with red marks indicating a $\frac{1}{4}$ mile.

Steve explained that each table had a map on which they would draw their plan ideas. There was a legend at the bottom of the map indicating the major components of the plan to provide consistency in the graphics that everyone will be using. Also provided was a map identifying some existing conditions such as grade, steep slopes, the boundaries of the MSCP, etc. For planning purposes, the groups were asked to use a number of 10,000 parking spaces, an estimate of what will be needed by 2020. Steve noted that this number was for planning purposes only, and a group did not have to provide for that many spaces if they did not feel that it was best for the plan.

Steve reminded the groups to keep this as positive as possible and to consider all ideas. The groups would be reminded when it got close to 12:00, when the plans needed to be complete. He asked each group to designate a spokesperson to present the plan after the lunch break.

The groups were given two hours to work with the others at their table to develop their plan option.

PRESENTATION AND DISCUSSION OF PLANS

Steve Estrada convened the charrette participants and explained the process for reporting on the plans that were developed. Each team was asked to report on the design elements included in their plan and how they met the goals outlined for the plan. Steve asked that discussion on the plans wait until after each group had a chance to report.

Key elements of each plan are summarized in the following pages. A copy of each group's plan is included as well.

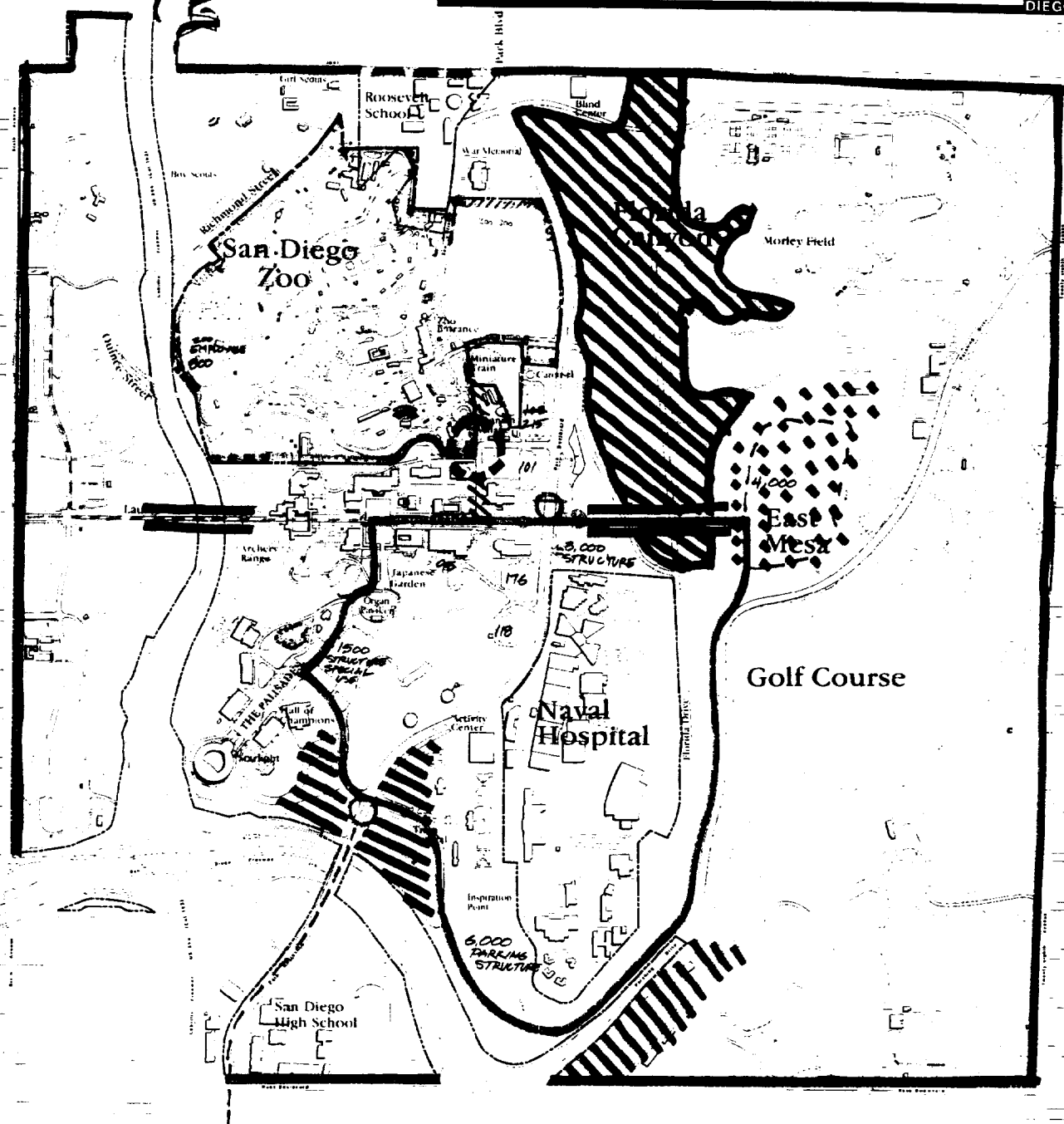
TEAM 1

- 1a. Zoo expansion is limited to within their current leasehold - the current Zoo parking lot can be used for expanded exhibit space.
- 1b. A new Zoo entry should orient toward the Prado and Spanish Village.
- 1c. Close Florida Drive north of Zoo Place and restore to natural habitat.
- 1d. Increase green space along Park Blvd.
- 1e. Surface parking should be converted to underground parking with park space on top.
- 1f. Construct a 6,000-space structure at Inspiration Point.
- 1g. Consider constructing a parking structure under the Rose Garden.
- 1h. Construct a 1,500-space parking structure behind the Organ Pavilion.
- 1i. Construct a parking structure for Zoo employees within the Zoo's fence line.
- 1j. Maintain special access parking for Roosevelt Junior High School and the War Memorial Building.
- 1k. Locate a 4,000 space parking lot on the Arizona Landfill in the East Mesa.
- 1l. A tram system should connect all parking structures, transit stops and the Prado.
- 1m. Construct a bridge across Florida Canyon similar to the Laurel Street Bridge.



BALBOA PARK MASTER PLAN

CITY OF SAN DIEGO



Legend

Concept Plan

Total Number of Parking spaces (not including Naval Hospital) = 16,305

Team No. 1

- = Parking Lot
- = Parking Structure SPECIAL ALLOWS PARKING
- = Mass Transit Stop
- = Zoo Entry
- = Zoo Area
- = Parking Street W/ Zoo Above
- = New Roads
- = ENTRY GATEWAY
- = New Pedestrian Path
- = New Open Park Land
- = Parking Street W/ Park Above
- = New Mass Transit Route

Name _____

Address _____

City _____

State _____

Zip _____

Phone _____

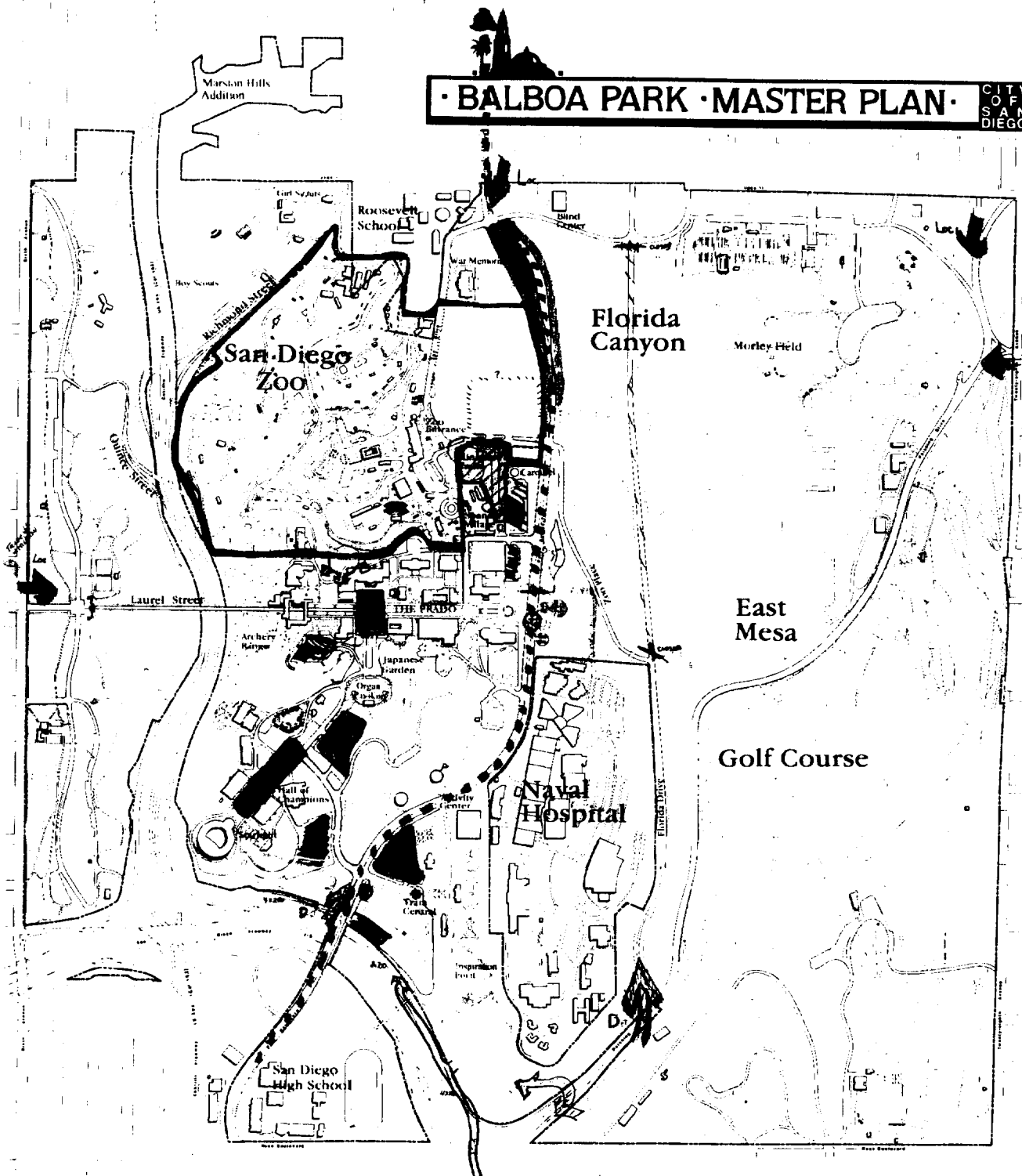
ESTRADA Land Planning

TEAM 2

- 2a. Focus parking where most people enter the park (south end).
- 2b. Construct a parking structure at Inspiration Point and provide access to this structure from Pershing Drive and Park Boulevard.
- 2c. Dedicate a transit line up Park Boulevard. This transit line would link downtown with Balboa Park.
- 2d. Close the Laurel Street Bridge to reduce the number of cars inside the park. Vacate the street and turn it into open park space.
- 2e. Move the Zoo entrance to the south side of the existing Zoo parking lot.
- 2f. Construct a parking structure on the west side of the park at 6th Avenue and Laurel Street.
- 2g. Allow the Zoo to expand into its parking lot, with a trade-off that the Zoo purchase land to be dedicated as open park space.

BALBOA PARK MASTER PLAN

CITY OF SAN DIEGO



Legend

Concept Plan

Total Number of Parking spaces (not including Naval Hospital) = 10,300

Team No. 2

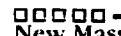


= Parking Lot



= Mass Transit Stop

--- New Roads



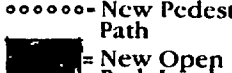
= New Mass Transit Route



= Parking Structure



= Zoo Area



= New Open Park Land

= Parking Strct. W/ Zoo Above

= Parking Strct. W/ Park Above

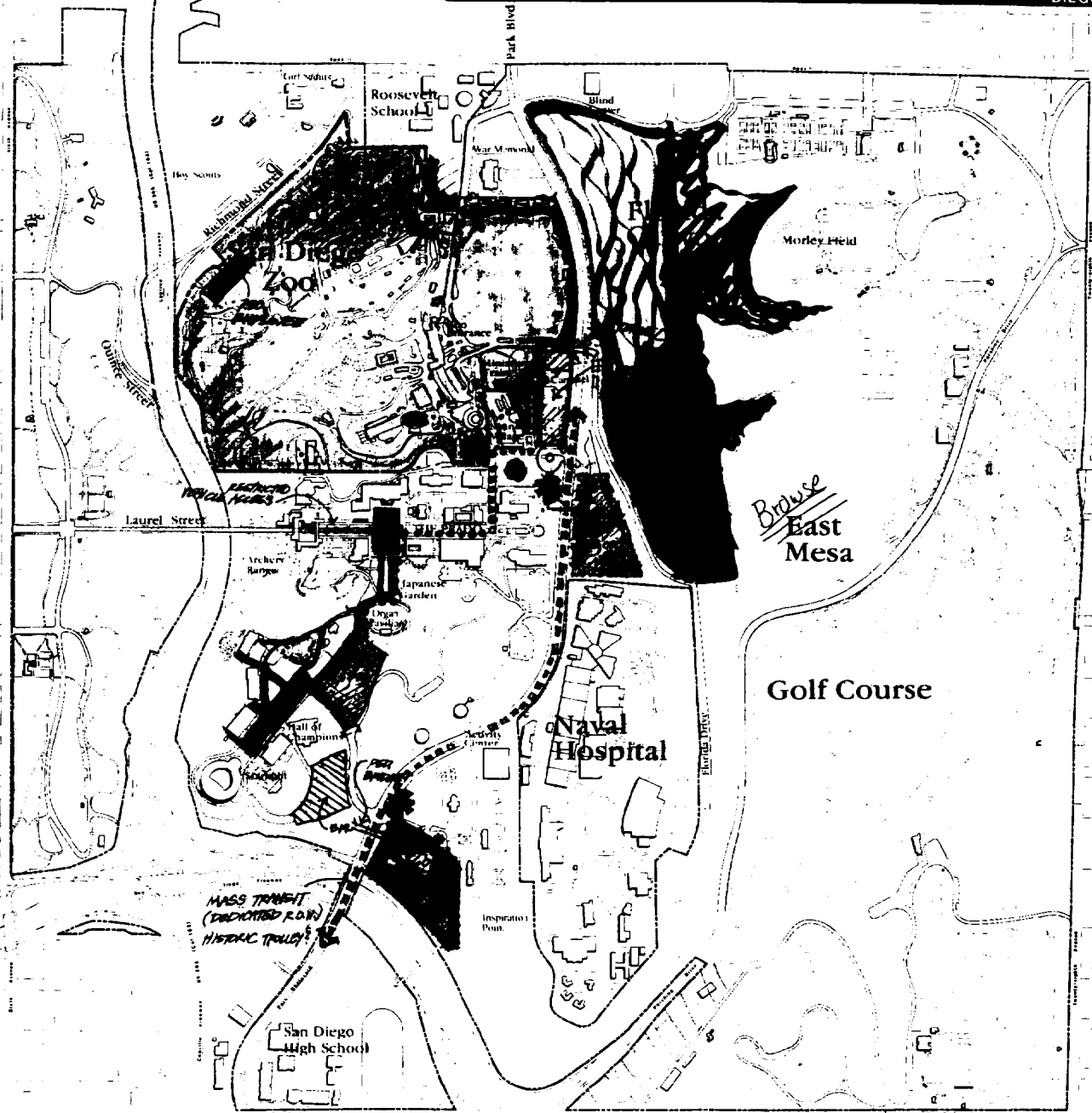
Name: Mike Behan
Charles Behan
Charles Behan
Bill Speck
Steve Lewis

ESTRADA Land Planning

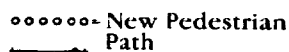
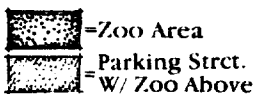
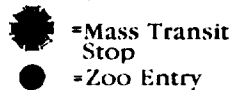
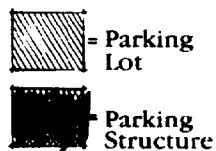
TEAM 3

- 3a. Allow the Zoo to utilize its existing parking lot for expanded exhibit space on the condition that a new entrance be located that relates better to the Prado and Spanish Village.
- 3b. Convert the parking lot behind the Botanical Garden building into Zoo space, and allow for the Botanical Garden to be a Balboa Park building entrance into the Zoo.
- 3c. Construct a 1,000 space parking lot (with one level underground) south of the existing Zoo parking lot.
- 3d. Construct a 3,000 space parking structure at the eastern end of the pedestrian bridge across Park Boulevard, with the Rose Garden on top.
- 3e. Improve signage for Balboa Park on the freeways.
- 3f. Construct a parking structure behind the Organ Pavilion with green space on top.
- 3g. Construct a parking structure for Zoo employees inside the Zoo.
- 3h. Remove parking from the center of the park and convert to new parkland.
- 3i. The plan allows for 10,000 parking spaces.
- 3j. Dedicate right-of-way for a mass transit line up Park Boulevard.
- 3k. Grow browse on the East Mesa.

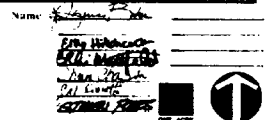
BALBOA PARK MASTER PLAN

CITY OF
SAN DIEGO

Legend



Team No. 3

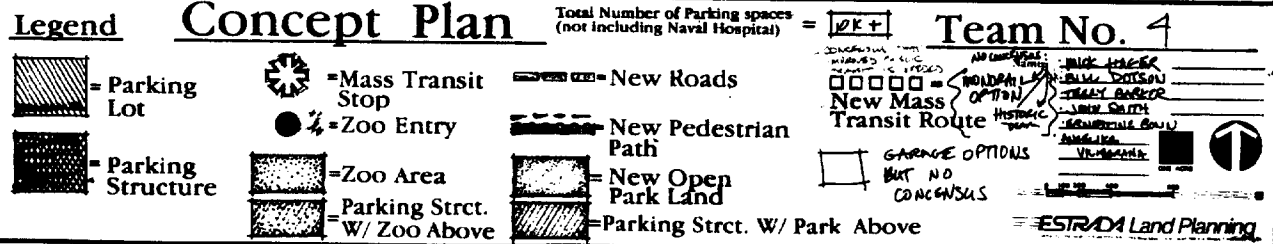


ESTRADA Land Planning

Total Number of Parking spaces
(not including Naval Hospital) = 10,010

TEAM 4

- 4a. Create new accessible open space at the vista point at Inspiration Point (currently used as a City yard).
- 4b. The Zoo should decide what to do with parking if they expand into their parking lot - perhaps locate parking underneath the existing parking lot.
- 4c. If the Zoo expands into the existing parking lot, incorporate a setback along Park Boulevard to allow for a greenbelt.
- 4d. Construct a parking structure behind the Organ Pavilion that is larger than called for in the Master Plan (2,000 spaces).
- 4e. Construct a 2,000-4,000 space parking structure at Inspiration Point, and construct a pedestrian bridge over Park Boulevard to provide access to the Central Mesa.
- 4f. Maintain the remainder of Inspiration Point as open park area.
- 4g. The Zoo should provide parking for its employees within the Zoo grounds.
- 4h. Construct a 2,000-4,000 space parking structure in Cabrillo Canyon with access provided from Highway 163.
- 4i. Close Florida Drive north of Zoo Place and restore the natural habitat.
- 4j. It was noted by a member of the team that Inspiration Point is directly under the flight path and may be too noisy to be used as park space.

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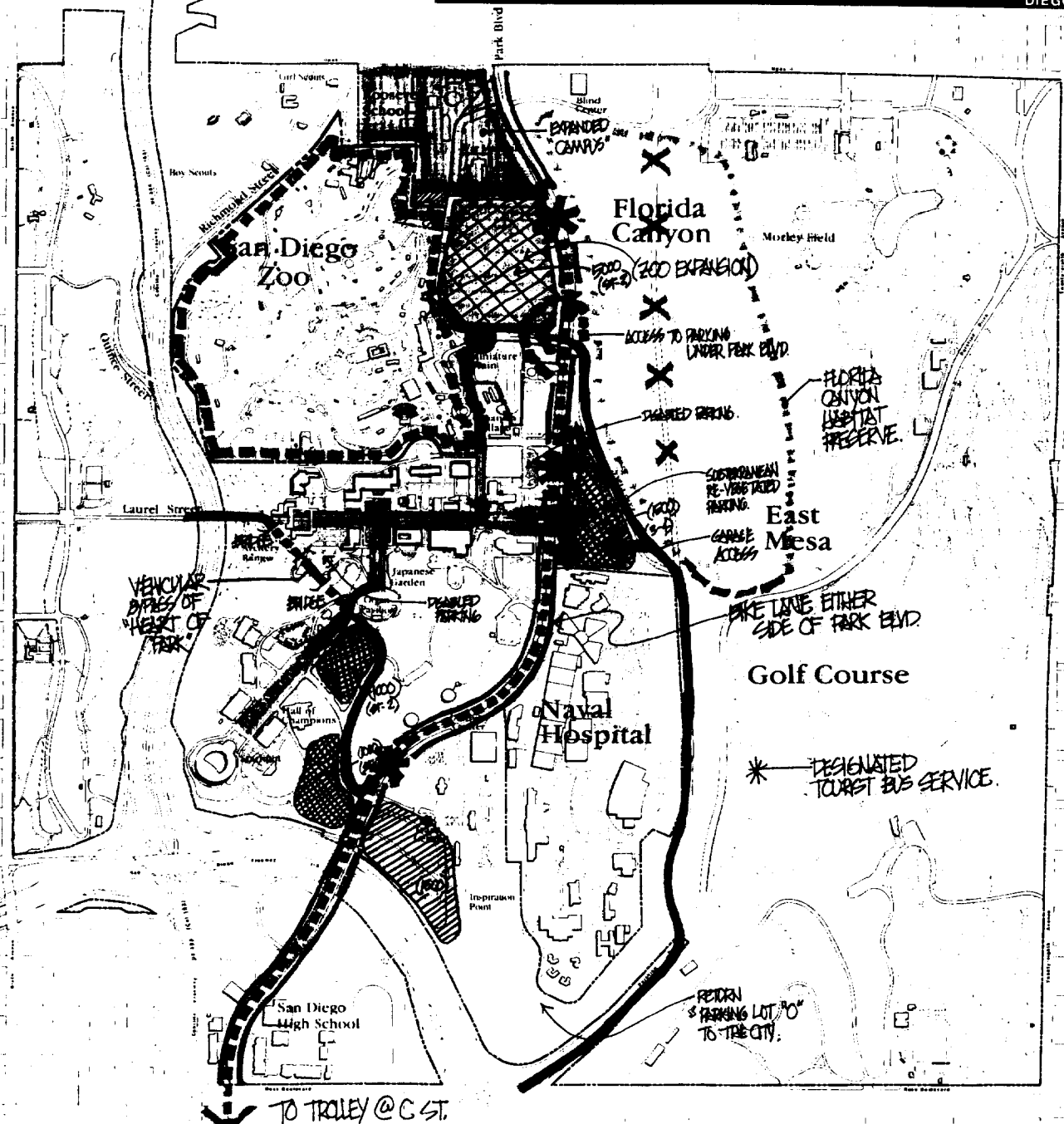
TEAM 5

- 5a. Allow the Zoo to expand into its existing parking lot.
- 5b. Construct parking underneath the existing Zoo parking lot.
- 5c. Redevelop the Rose Garden and the Cactus Garden to allow a parking structure to be constructed underneath. This allows for parking with direct access to the Prado and reasonable access to the Zoo.
- 5d. Extend the Prado across Park Boulevard to connect with the Rose and Cactus Gardens.
- 5e. Construct a parking structure behind the Organ Pavilion.
- 5f. Maintain a surface parking lot, and construct a parking structure across Park Boulevard from Inspiration Point.
- 5g. Create a transit connection along Park Boulevard that connects with the 12th and C trolley station.
- 5h. Close Zoo Drive and create a campus-like green space between the War Memorial Building and Roosevelt Junior High School.
- 5i. Re-route traffic coming across the Laurel Street bridge south along the perimeter of the park to structured parking located around the perimeter.
- 5j. Construct bike paths along Park Boulevard.
- 5k. Pursue efforts to create a designated tourist transit system.



BALBOA PARK MASTER PLAN

CITY OF SAN DIEGO



Legend

Concept Plan

Total Number of Parking spaces (not including Naval Hospital) = 10,000

Team No. 5

- = Parking Lot
- = Parking Structure

- = Mass Transit Stop
- = Zoo Entry
- = Zoo Area
- = Parking Strct. W/ Zoo Above

- = New Roads
- = New Pedestrian Path
- = New Open Park Land
- = Parking Strct. W/ Park Above

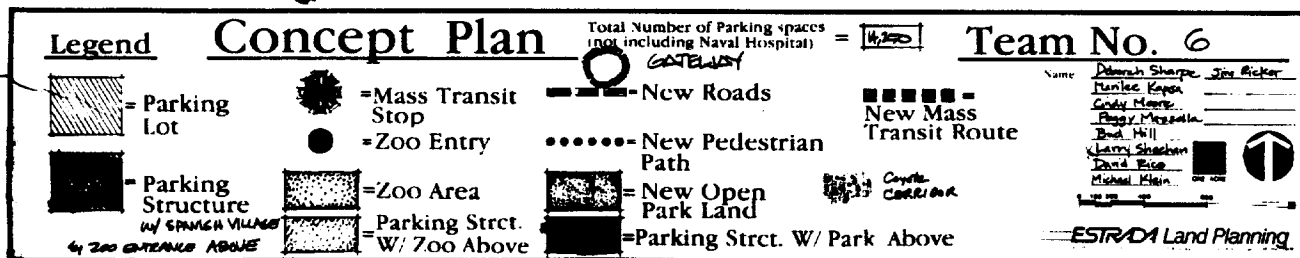
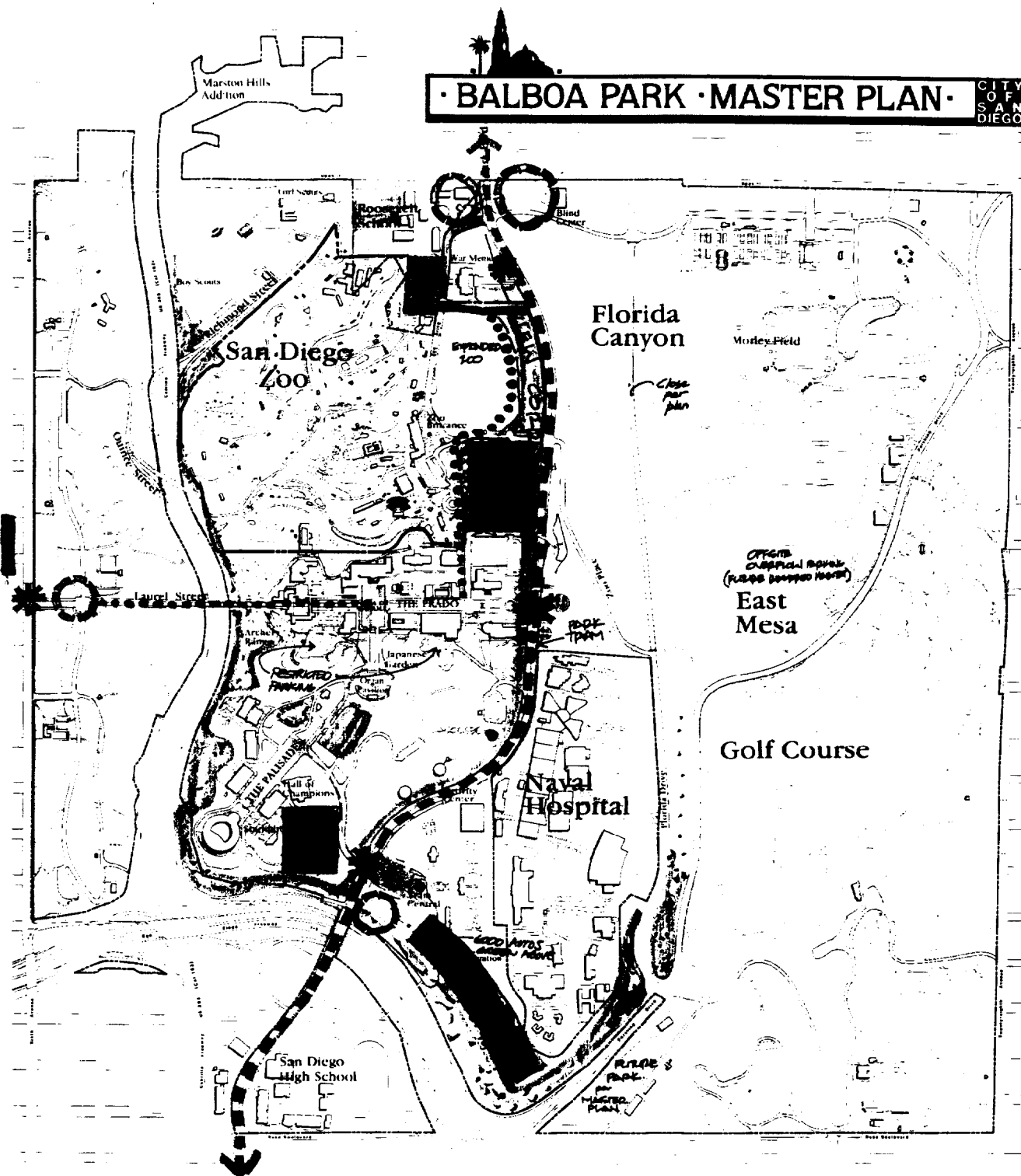
= New Mass Transit Route

Name: Dan McCall
Luis Barrion
James R.
L. Bessert
Jim P.
FOR APPROVAL

ESTRADA Land Planning

TEAM 6

- 6a. Encourage parking solutions outside of the park.
- 6b. Construct a 2,000 space parking structure off of 5th or 6th Avenues on the west side of the park.
- 6c. Construct a 5,000-6,000 space underground parking structure at Inspiration Point with park space on top.
- 6d. Construct a 2,000 space parking structure underground behind the Hall of Champions with park space on top.
- 6e. Because Spanish Village needs to be rebuilt, construct a 4,000-5,000 space parking structure underneath Spanish Village and rebuild Spanish Village on top of the structure.
- 6f. Allow the Zoo to expand into its existing parking lot, but provide for a setback along Park Boulevard for a greenbelt.
- 6g. Provide pedestrian access to the Prado from the Zoo.
- 6h. Locate parking for the War Memorial Building and Roosevelt Jr. High School underground and place ball fields on top.
- 6i. Expand the tram system.
- 6j. Allow only disabled and permit parking behind Alcazar Gardens.
- 6k. Create a gateway entrance to Balboa Park on the north end.



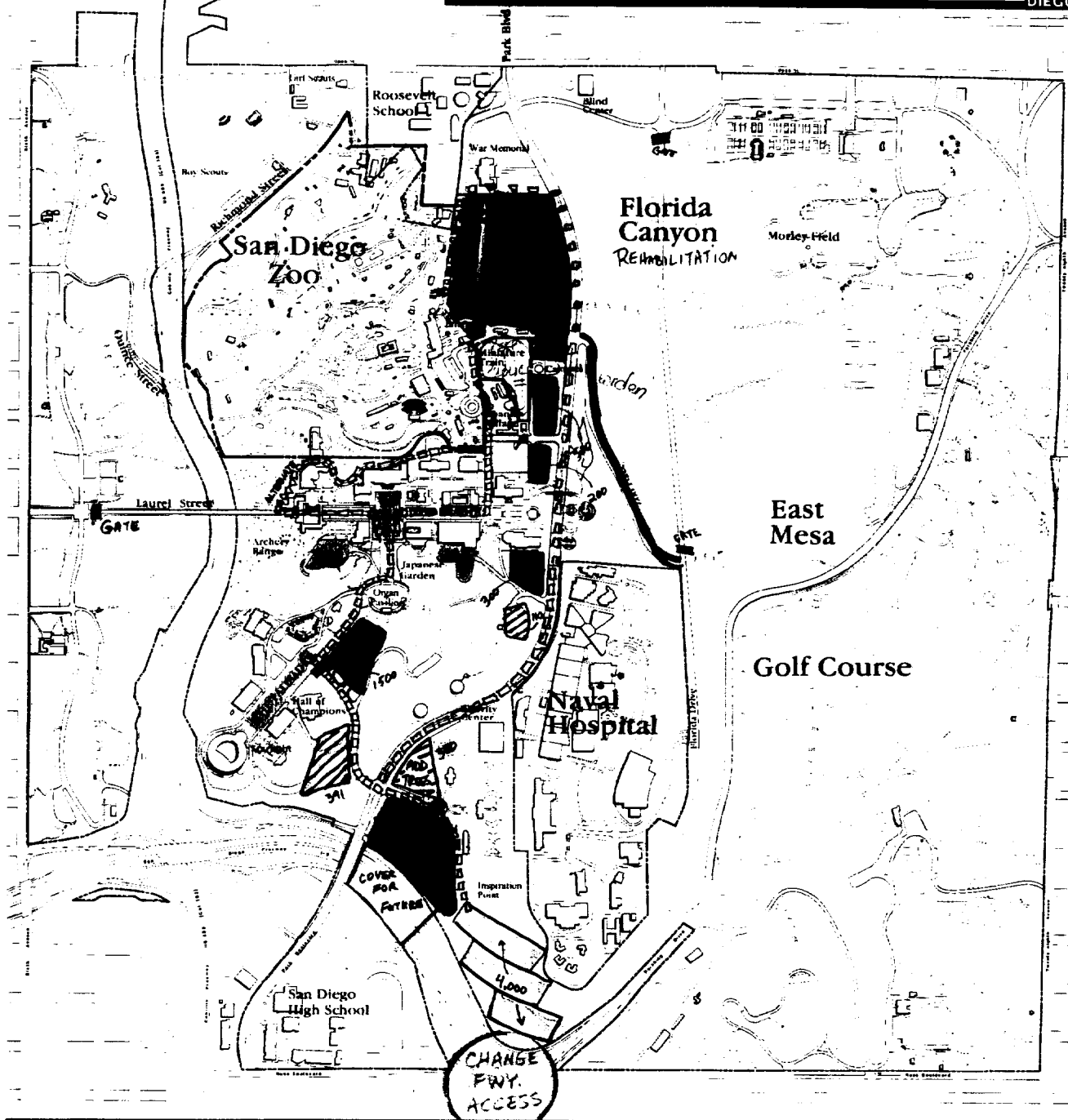
TEAM 7

- 7a. Allow the Zoo to expand into 25% of its existing lot, with the remaining 75% being converted to open park space.
- 7b. Keep the carousel in its current location.
- 7c. Construct a 4,000 space parking structure underneath the existing Zoo parking lot.
- 7d. Keep the miniature train in its current location.
- 7e. Construct an underground parking structure with park space on top adjacent to Spanish Village.
- 7f. Construct 500 underground parking spaces with park space on top behind the Natural History Museum.
- 7g. Construct 300 underground parking spaces with park space on top adjacent to the Reuben H. Fleet Space Center.
- 7h. Allow for 300 parking spaces in front of the Veterans Memorial Center.
- 7i. Construct 2,000 underground spaces with park space on top at Inspiration Point.
- 7j. Construct a 4,000 space parking structure in the lower areas of Inspiration Point (closer to freeway).
- 7k. Install gates to prevent vehicle access to the park at the Laurel Street Bridge and at Florida Drive, just north of Zoo Place.
- 7l. Construct a parking structure behind the Organ Pavilion, as called for in the Master Plan.
- 7m. Implement a two-way tram system that connects parking with all attractions in Balboa Park.



BALBOA PARK MASTER PLAN

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Legend

- = Parking Lot
- = Parking Structure

- = Mass Transit STATION
- = Zoo Entry
- = Zoo Area
- = Parking Strct. W/ Zoo Above

- = New Roads
- = New Pedestrian Path
- = New Open Park Land
- = Parking Strct. W/ Park Above

Total Number of Parking spaces (not including Naval Hospital) = **14,800**

Team No. **7**

- = FREE
- = Two-Way
- = New Mass BUS LOOP
- = Transit Route STOPS EVERYWHERE
- = GATE: Limited Access

Name: *Julie Schum*
Carol L. Schum
Ray Schum
Ted Schum
Richard Schum
Shirley Schum
Virginia Schum



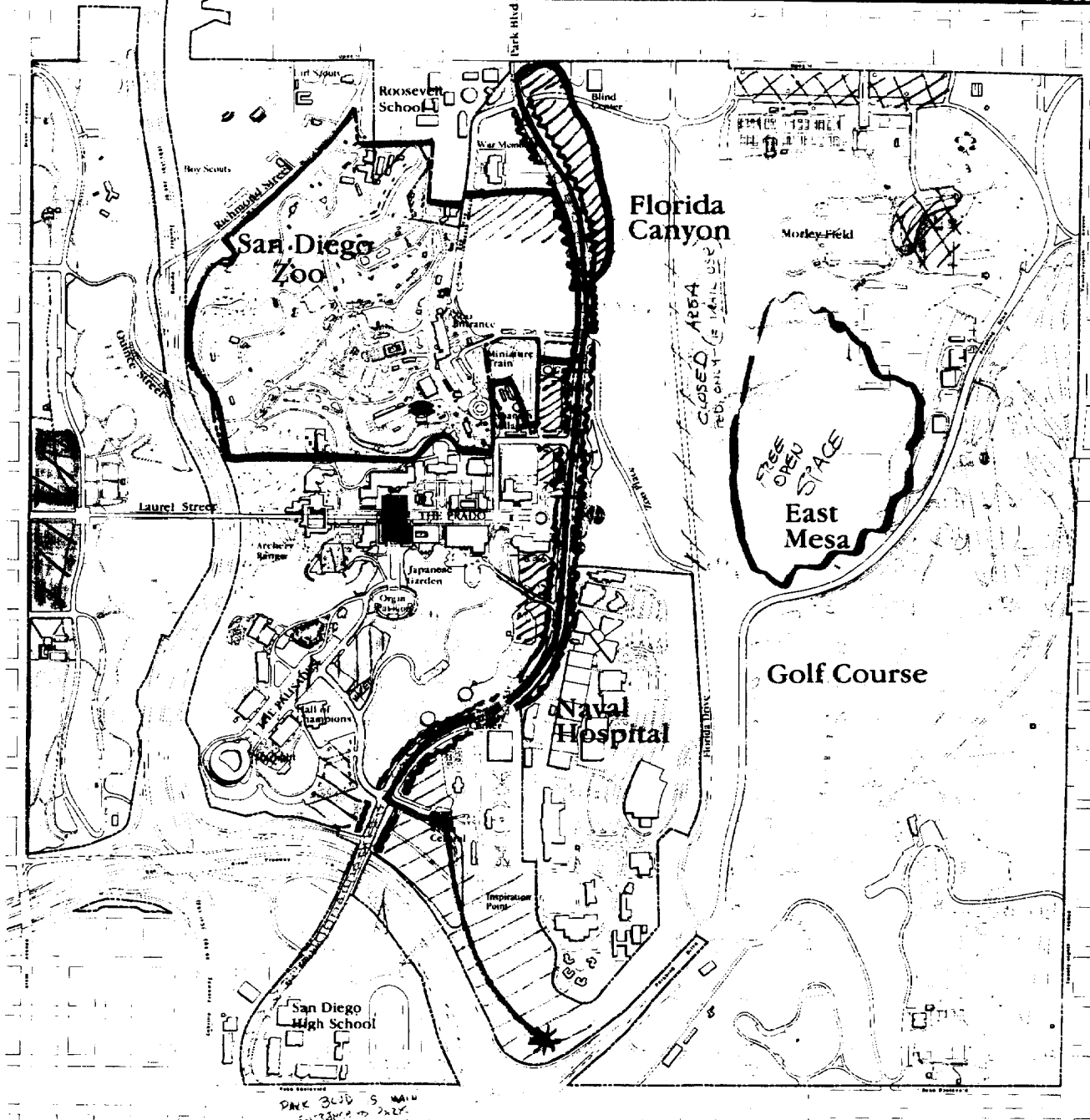
ESTRADA Land Planning

TEAM 8

- 8a. Allow no surface parking within Balboa Park.
- 8b. Construct underground parking with park space on top in all areas where there is currently surface parking.
- 8c. Construct parking structures on the west side of the park across the Laurel Street Bridge.
- 8d. Create a people-mover system that transports people up and down Park Boulevard.
- 8e. Add trolley service during busy seasons to move people to and from remote parking lots.
- 8f. Allow the Zoo to expand into the southern 20 acres of its parking lot. Provide underground parking with green space on top at the north end of the existing lot. Move the miniature train to this area.
- 8g. Provide two entrances to the Zoo: one entrance would be oriented to the Prado, and the other would be oriented to the parking areas.
- 8h. Encourage mass transit.
- 8i. Parking needs to be free and safe.
- 8j. Improve directional signs to Balboa Park from the freeways.

BALBOA PARK MASTER PLAN

CITY OF SAN DIEGO



Legend

- = Parking Lot
- = UNDERGROUND Parking Structure WITH GREEN SPACE TOP
- = Mass Transit Stop
- = Zoo Entry
- = Zoo Area
- = Parking Strct. W/ Zoo Above
- = New Roads
- = LANDSCAPED ON BOTH SIDES OF PARK BLVD.
- = New Pedestrian Path
- = New Open Park Land
- = Parking Strct. W/ Park Above

Concept Plan

Total Number of Parking spaces (not including Naval Hospital) =

Team No. 8

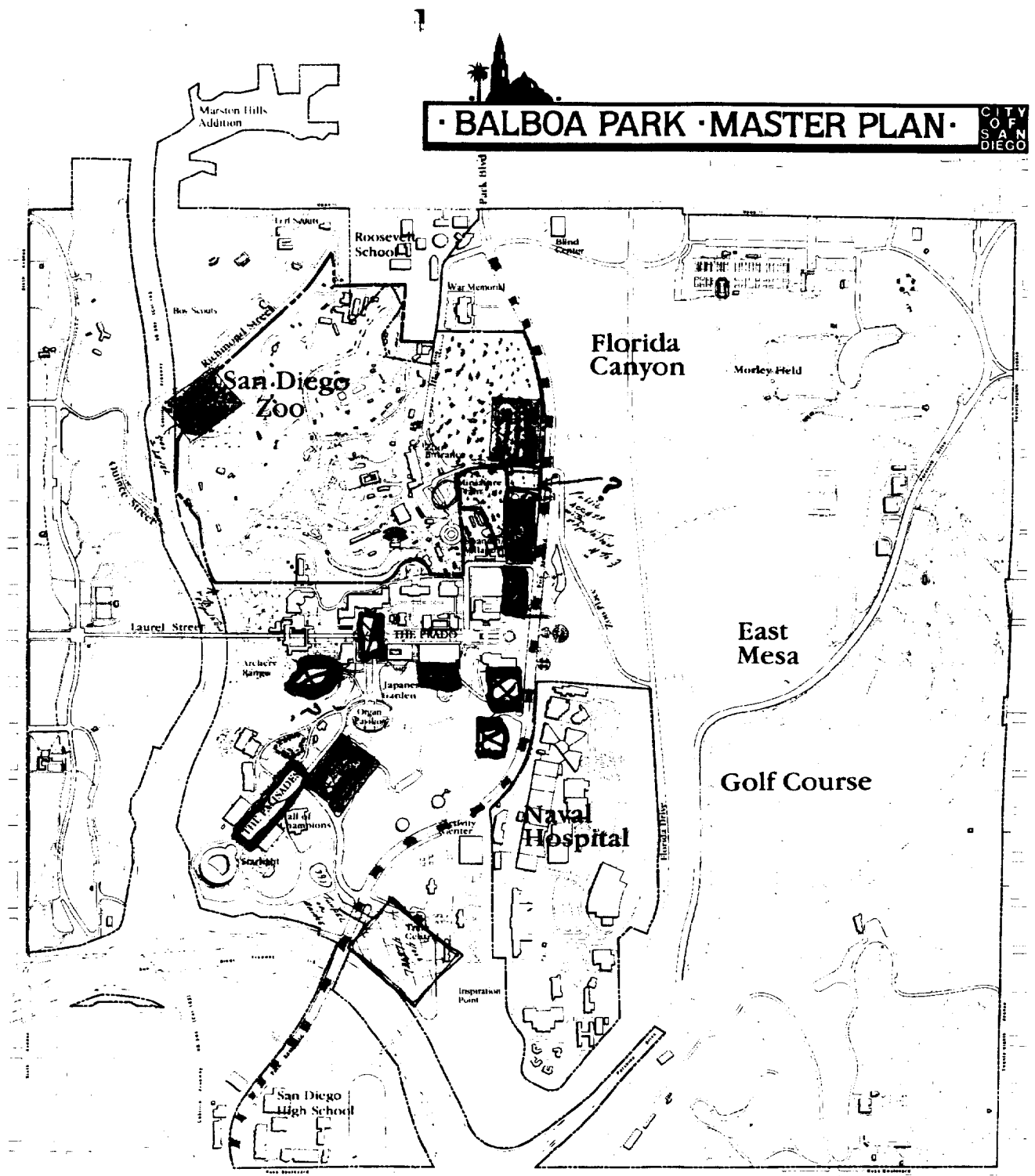
Name _____

= New Mass Transit Route
 = PEOPLE MOVER
 = SEASONAL TROLLEY (SUMMER)
 = RESTAURANTS on PARK BLVD.

ESTRADA Land Planning

TEAM 9

- 9a. Constructing a parking structure underneath the Rose Garden in Florida Canyon is too controversial. This should not be pursued.
- 9b. Mass transit has to be a part of any plan. This needs to tie into the hotel district.
- 9c. Construct a 4 level, 2,000 space parking structure underneath the existing Zoo parking lot.
- 9d. Construct a 4 level, 2,000 space parking structure behind the Organ Pavilion.
- 9e. Construct the Zoo employee parking structure underground within Zoo grounds.
- 9f. Convert the parking lot in the Palisades and other small surface lots in the park to green space, leaving small lots for disabled access.
- 9g. Close the Prado area to vehicles (except emergency vehicles).
- 9h. Construct a tunnel or bridge from Inspiration Point under Park Boulevard to provide access to the southern part of the Central Mesa.
- 9i. Allow the Zoo to expand into its existing parking lot.
- 9j. Maintain public access to the miniature railroad.
- 9k. Keep the archery range in its current location, but allow the Zoo to grow browse in this canyon.



Legend

- = Parking Lot
- = Parking Structure
- = Mass Transit Stop
- = Zoo Entry
- = Zoo Area
- = Parking Strct. W/ Zoo Above

Concept Plan

Total Number of Parking spaces (not including Naval Hospital) = 10,000

- = New Roads
- = New Pedestrian Path
- = New Open Park Land
- = Parking Strct. W/ ~~Parking Structure~~

Team No. 9

Name: Adam Van der Wal

Richard A. Jones

Elizabeth Eckert

John F. ...

...

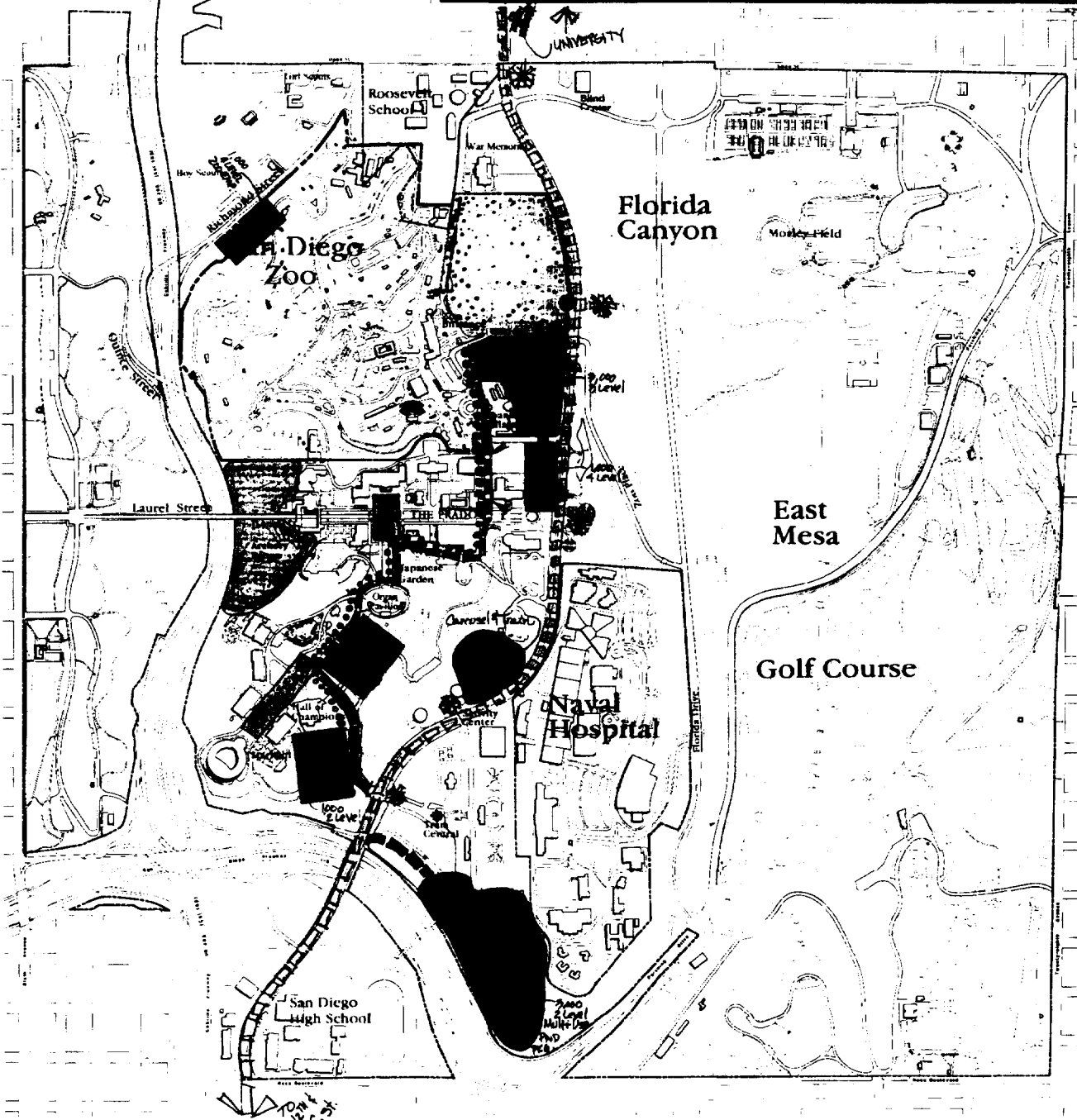
ESTDA Land Planning

TEAM 10

- 10a. Allow the Zoo to expand into its existing parking lot.
- 10b. Keep the archery range where it is, but allow the Zoo to grow browse in this canyon.
- 10c. Create a mass transit system along Park Boulevard.
- 10d. Construct a 1,000 space parking structure for Zoo employees inside Zoo grounds.
- 10e. Move the carousel and the miniature train to the children's park at Pepper Grove.
- 10f. Construct multi-level parking structures south of the existing Zoo parking lot, behind the Organ Pavilion, behind the Hall of Champions and at Inspiration Point.
- 10g. Provide a pedestrian-and-tram-only path from the Zoo entrance to the Prado.
- 10h. Convert parking lots at the Prado and the Palisades into green space.

BALBOA PARK MASTER PLAN

CITY OF SAN DIEGO



Legend

- = Parking Lot
- = Parking Structure



- Mass Transit Stop
- Zoo Entry



- Zoo Area
- Parking Strct. W/ Zoo Above

= New Roads (TRAM & PEDESTRIAN)

= New Pedestrian Path

= New Open Park Land

= Parking Strct. W/ Park Above

= New Mass Transit Route

= Carrousel & Train

Team No. 10

Name: Mandy Guma
John Doherty
Ken MacKenzie
John V. Pineda
John Pineda
Don Walker

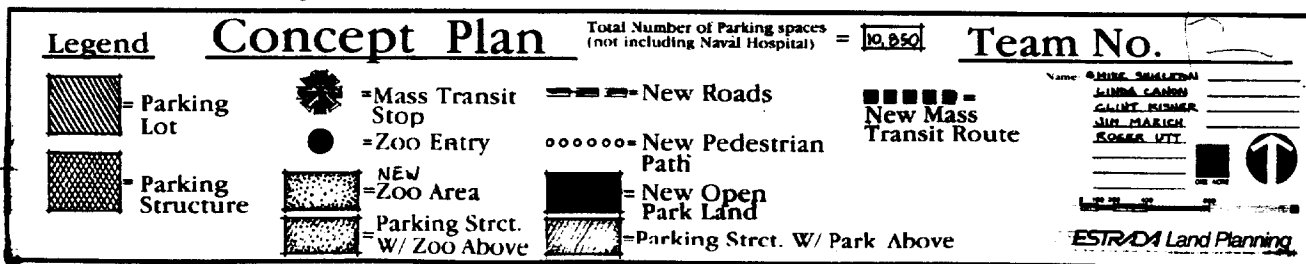
ESTRADA Land Planning

TEAM 11

- 11a. Allow the Zoo to expand into its existing parking lot, and construct parking underneath.
- 11b. Create a green belt along the length of Park Boulevard.
- 11c. Any expansion east into Florida Canyon should not go further than necessary to accommodate a parking structure.
- 11d. Construct a multi-level parking structure at Inspiration Point (1,000-5,000 spaces).
- 11e. Create an "entrance feature" at both ends of Park Boulevard.
- 11f. Implement a tram system along Park Boulevard and into Balboa Park. Do not allow cars into the park.
- 11g. Incorporate a transit station at Inspiration Point.
- 11h. Relocate the Zoo entrance at the southeast corner of the existing parking lot.
- 11i. Any new parking needs to have green space on top.
- 11j. Incorporate more significant landscaping along Park Boulevard.

TEAM 12

- 12a. Allow Zoo to expand into existing parking lot.
- 12b. Mass transit is very important to the plan to connect with downtown and the surrounding communities.
- 12c. Locate 2,000 parking spaces on the Arizona Landfill, and construct a tram and pedestrian bridge across Florida Canyon to the Central Mesa.
- 12d. Construct 4,000 parking spaces at the entrance to the Zoo (2 levels, could be above or below ground).
- 12e. Incorporate "free" animal exhibits outside the entrance to the Zoo for the general public.
- 12f. The Zoo should provide better education about local habitats.
- 12g. Construct a parking structure for employees within the Zoo grounds.
- 12h. Construct a 1,500 space parking structure behind the Organ Pavilion.
- 12i. Take over the War Memorial Building as Zoo expansion area.
- 12j. Close Zoo Drive to create a continuous green area adjacent to Roosevelt Junior High School.

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TEAM 13

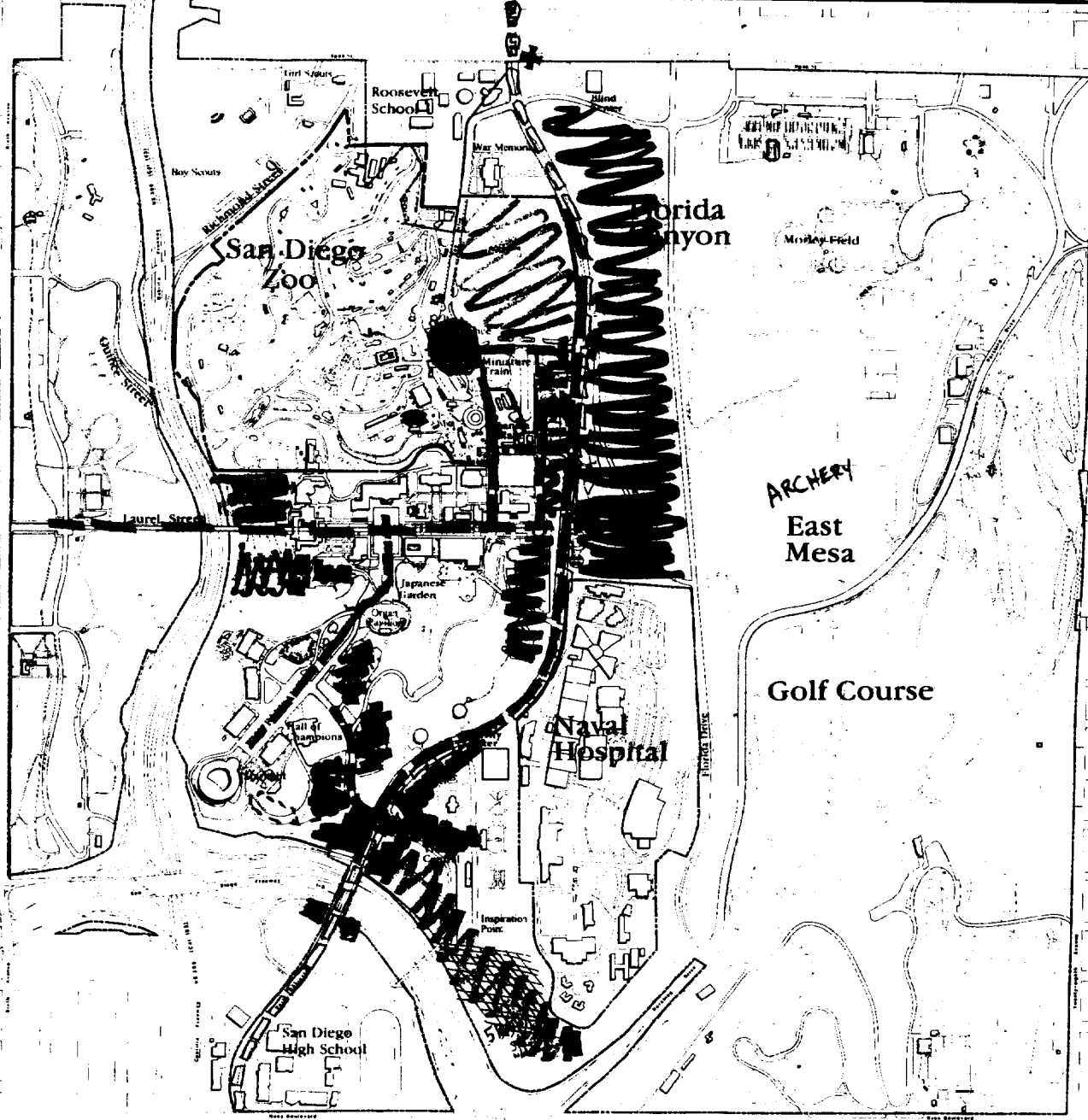
- 13a. Keep open space as designated in the Master Plan.
- 13b. Allow Zoo to expand into existing parking lot, maintaining a green belt along Park Boulevard.
- 13c. Construct 4,000 parking spaces underneath the existing parking lot.
- 13d. Construct a 6,000 space, 4 level parking structure at Inspiration Point and increase transit service.
- 13e. Construct a 2,000 space parking structure on the west side of the park.
- 13f. Construct a 2,000 space parking structure behind the Organ Pavilion.
- 13g. Incorporate a tram system throughout Balboa Park that ties all the parking area together.
- 13h. Consider the possibility of incorporating a monorail system at some point.
- 13i. Orient the Zoo entrance toward Spanish Village.

TEAM 14

- 14a. Keep pedestrian circulation separate from vehicle circulation.
- 14b. Most of the parking provided in the plan is underground with green space on top.
- 14c. Allow the Zoo to expand into its existing parking lot, and construct 2,000 parking spaces underneath.
- 14d. Move the archery range to the East Mesa.
- 14e. Allow the Zoo to expand into the archery range.
- 14f. Incorporate mass transit along Park Boulevard and provide tram service from the parking areas to the different attractions in Balboa Park.
- 14g. Construct a 5,000 space parking structure at Inspiration Point to share with downtown. Incorporate a green belt along Park Boulevard.
- 14h. Add monumentation along Park Boulevard.
- 14i. Tie the Zoo entrance in with pedestrian access to the Prado.

BALBOA PARK MASTER PLAN

CITY OF SAN DIEGO



Legend

Concept Plan

Total Number of Parking spaces (not including Naval Hospital) = 10,500

Team No. 14



Parking Lot



Mass Transit Stop

Pedestrian Only

New Roads

Vehicle Traffic

New Pedestrian Path

New Open Park Land

Parking Strct. W/ Park Above

New Mass Transit Route

Gateway to Park



Parking Structure



Zoo Area



Parking Strct. W/ Zoo Above

Name

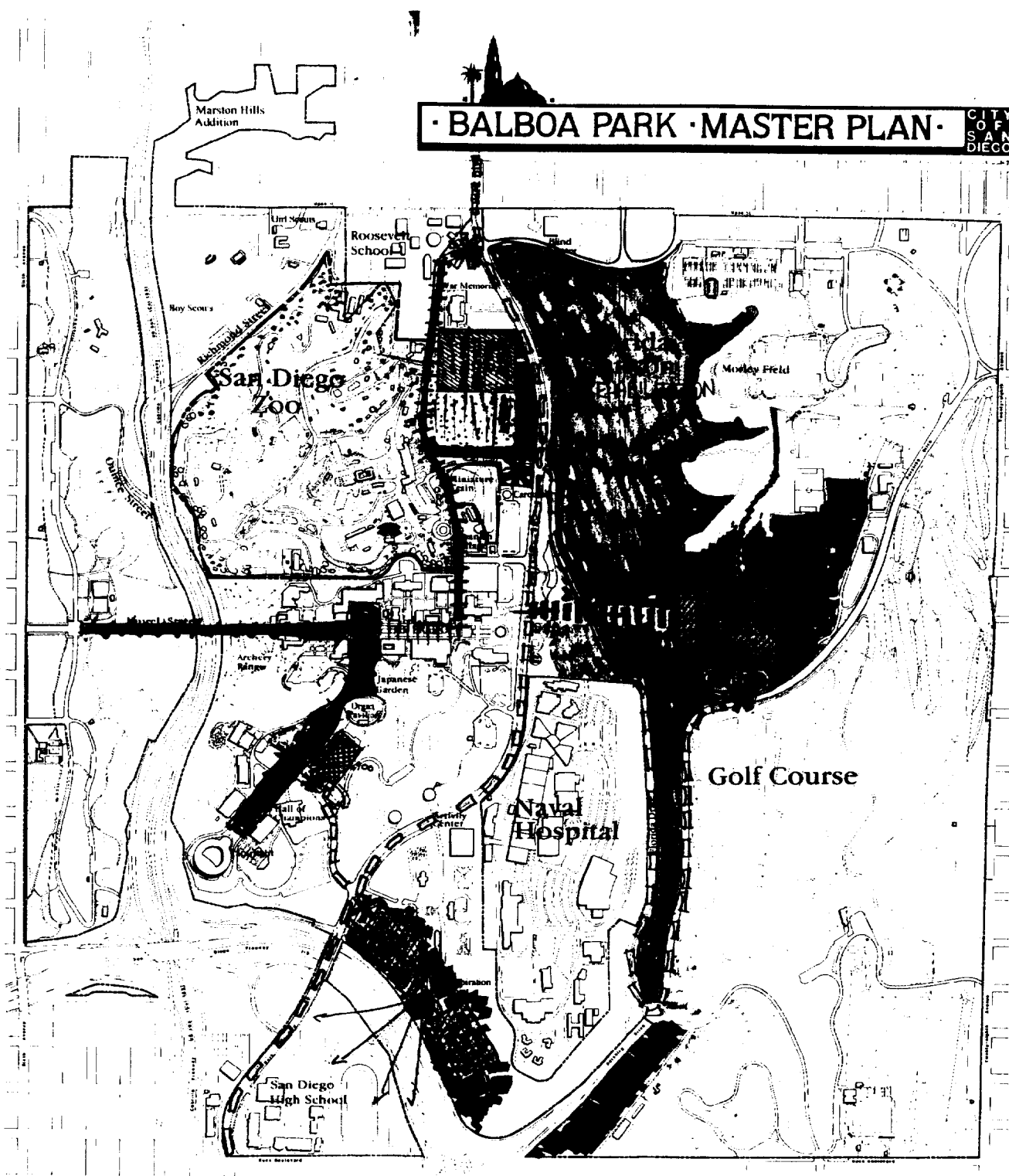
David Jones
Larry Brown
Chris Brown



ESTRADA Land Planning

TEAM 15

- 15a. Create pedestrian only areas in the Central Mesa (Palisades and Prado).
- 15b. Create an open park area south of Pershing Drive.
- 15c. Close Florida Drive north of Zoo Place and restore the natural habitat.
- 15d. Locate a surface parking lot on the Arizona Landfill.
- 15e. Allow the Zoo to expand into the existing parking lot, and ensure that there is a green space "buffer" around this area.
- 15f. Construct a 4,000 space underground parking structure beneath the Zoo lot, with Zoo exhibits located above.
- 15g. Incorporate a mass transit system connecting 12th and Imperial with University Avenue.
- 15h. Construct a parking structure behind the Organ Pavilion.
- 15i. Construct parking structures at Inspiration Point providing 4,000 spaces.
- 15j. Consider the construction of an aerial tram over Florida Canyon to the Central Mesa.



| | | | | | | | |
|---------------|---------------------|---------------------|-------------------------------|---|-----------------------|--|---|
| Legend | | Concept Plan | | Total Number of Parking spaces (not including Naval Hospital) = 1990 | | Team No. | |
| | SURFACE Parking Lot | | = Mass Transit Stop | | = New Roads | | = New Mass Transit Route |
| | Parking Structure | | = Zoo Entry | | = New Pedestrian Path | | PEDESTRIAN ZONE - SKATEBOARDING AND EMERGENCY VEHICLES ONLY |
| | = Zoo Area | | = Parking Strct. W/ Zoo Above | | = New Open Park Land | | = Parking Strct. W/ Park Above |
| | | | | | | Name: <u>SCOTT SANDER</u> <u>JAN WICKLE</u> <u>FEDERICA FRANK</u> <u>SAN FERNANDO</u> <u>JEFFREY RABER</u> | |
| | | | | | | ESTRADA Land Planning | |

TEAM 16

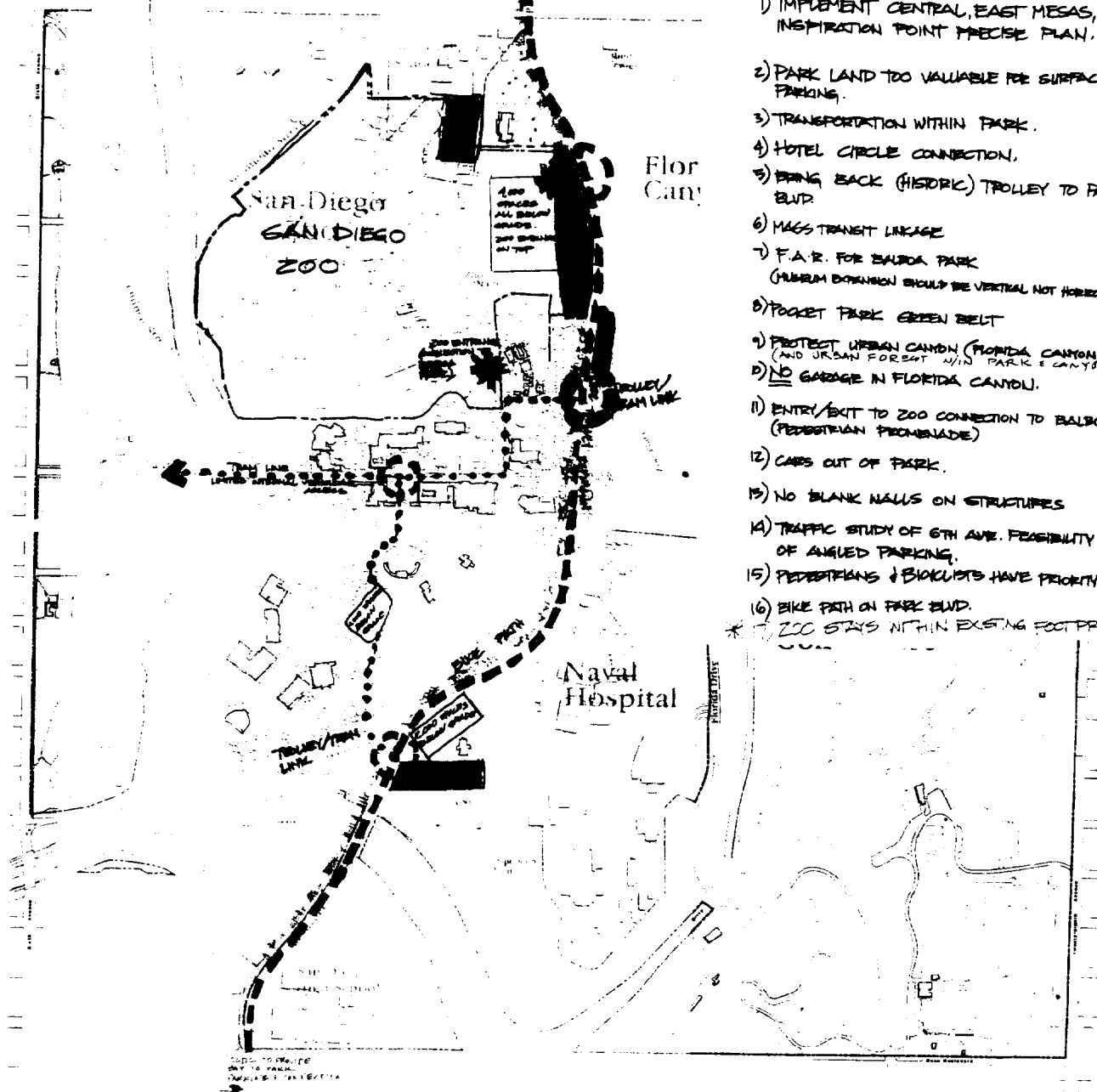
- 16a. Implement the Central Mesa, East Mesa, and Inspiration Point Precise Plans.
- 16b. Parkland is too valuable to allow surface parking.
- 16c. Implement the historic streetcar system to provide transit connections to the surrounding neighborhoods.
- 16d. Any expansion of buildings in Balboa Park should be vertical and not horizontal.
- 16e. Protect the urban canyon system surrounding Balboa Park.
- 16f. Construct pocket parks throughout the urban neighborhoods to relieve pressure on Balboa Park.
- 16g. Create better access from the Zoo to the rest of Balboa Park.
- 16h. Do not allow blank walls on buildings.
- 16i. Get cars out of the center of the park.
- 16j. Install angled parking along 6th Avenue to increase the number of street parking spaces.
- 16k. Allow the Zoo to expand within its current leasehold. Construct parking underneath the existing parking lot and put exhibits on top.
- 16l. Incorporate a landscaped buffer along Park Boulevard.
- 16m. Coordinate with CCDC to locate parking garages outside of Balboa Park, and to incorporate the park into the rest of downtown.



TABLE 16

BALBOA PARK/ZOO
DEVELOPMENT GOALS:

- 1) IMPLEMENT CENTRAL, EAST MESAS, & INSPIRATION POINT PRECISE PLAN.
 - 2) PARK LAND TOO VALUABLE FOR SURFACE PARKING.
 - 3) TRANSPORTATION WITHIN PARK.
 - 4) HOTEL CIRCLE CONNECTION.
 - 5) BRING BACK (HISTORIC) TROLLEY TO PARK BLVD.
 - 6) MASS TRANSIT LINKAGE
 - 7) F.A.R. FOR BALBOA PARK
(PARKWAY DESIGN SHOULD BE VERTICAL NOT HORIZONTAL)
 - 8) POCKET PARK GREEN BELT
 - 9) PROTECT URBAN CANYON (FLORIDA CANYON)
(AND URBAN FOREST W/IN PARK & CANYON)
 - 10) NO GARBAGE IN FLORIDA CANYON.
 - 11) ENTRY/EXIT TO ZOO CONNECTION TO BALBOA PARK
(PEDESTRIAN PROMENADE)
 - 12) CARS OUT OF PARK.
 - 13) NO BLANK WALLS ON STRUCTURES
 - 14) TRAFFIC STUDY OF 6TH AVE. FEASIBILITY OF ANGLED PARKING.
 - 15) PEDESTRIANS & BICYCLISTS HAVE PRIORITY
 - 16) BIKE PATH ON PARK BLVD.
- * ZOO STAYS WITHIN EXISTING FOOTPRINT



Legend

Concept Plan

Total Number of Parking spaces (not including Naval Hospital) = 1300

Team No. 16

- = Parking Lot
- = Parking Structure
- = Transit Stop
- = Zoo Entry
- = Zoo Area
- = Parking Strct. W/ Zoo Above
- = New Road
- = New Pedestrian Path
- = New Open Park Land
- = Parking Strct. W/ Park Above
- = New Mass Transit Route

Name: Steve Hager Chris Smith
Steve Hager
Chris Smith
Steve Hager
Chris Smith
Steve Hager
Chris Smith

ESTRADA Land Planning

OPPORTUNITY FOR QUESTION AND COMMENT

Following presentation of the teams' plans, Steve Estrada asked if there were any questions about the plans that were presented or comments that might clarify some of the elements included in the plans. These comments and questions / answers are summarized below:

- C: There should be an entrance for the Zoo on Park Boulevard and one for the rest of the park experience. It may be a good idea to have these entrances separate from one another.
- C: Parking should not be located on the East Mesa.
- Q: In Plan #3, you discussed browse on East Mesa. What does this mean?
A: This plan designated an area on the East Mesa for the Zoo to grow browse which is plant material that serves as food for the animals.
- Q: For teams that have the Zoo expansion extending all the way to Park Boulevard, did you intend to include a greenbelt along Park Boulevard?
A: Team #1 intended to include a green belt along Park Boulevard. Team #2 did not discuss this. One member of the team wanted to alter Park Boulevard to allow more room for Zoo expansion, but there was no consensus on this.
- Q: Would an area for growing browse have to fall within the Zoo's leasehold?
A: This is a gray area. It can fall within the leasehold, but it doesn't have to. Some people have proposed growing browse on the Arizona landfill. It should be noted that it is not easy to grow browse on a landfill.
- C: There is a major design problem with a parking structure proposed between 5th and 6th Avenues and Laurel Street.
- Q: Could you clarify the concept of going vertical in the park instead of horizontal?
A: The idea is that if buildings are to expand in the park, they should build up (i.e., add more stories), rather than consuming more land by building out.
- Q: Are there any concerns from the neighboring communities about closing Florida Drive?
A: North Park has a concern about lots of people and traffic coming through Florida Canyon. This is one reason that closing Florida Drive is an attractive idea.
- Q: Won't closing Florida Drive push the traffic onto Park Boulevard?
A: The daily trips on Park Boulevard north of Zoo Place drop off. If the Arizona Landfill site were used for parking, there would be good access off of Zoo Place that wouldn't affect Park Boulevard.

SUMMARY OF POSITIVE AND NEGATIVE COMMENTS

Steve asked the participants to comment on what they liked and did not like about the plans that were developed. These comments are summarized below:

- I like the idea of bringing the Zoo entry closer to the Prado. It would enliven the park.
- Enhancing Park Boulevard is important to incorporate into any plan.
- Incorporating multi-level parking with green space on top is a good way to provide parking without sacrificing green space.
- I didn't come fully to grips with a Zoo entrance on the Prado. If we do this, there should be two entrances, because we would need a space for buses, taxis, etc. to drop people off.
- Plan #4 proposes an interesting idea by having access directly off of Hwy 163.
- A parking garage on the west side of the park (between 5th and 6th Avenues) was proposed. There is a big canyon that is not very usable in this area. Perhaps this could be used as a swap for parking in the existing Zoo lot. It would also provide centralized parking for the rest of the Prado. A new entry to the Zoo on the west side could be created to be accessible to this parking area. This would also disperse the entry problem of trying to get 2,000 people an hour into the Zoo.
- For the Zoo entrance proposed near the Prado, one entrance could work, which includes a drop-off area and pedestrian access. There would be a tunnel from Zoo Place to the parking structure, which could serve to take traffic off of Park Boulevard.
- I like the idea of closing off the Palisades parking and the Prado parking and following through with the plan.
- I like the plan that includes a gateway concept at the north end of the park.
- A greenbelt should continue from the north end along the length of Park Boulevard on both sides.
- If the Laurel Street Bridge is closed to auto traffic, cars could be routed to the south end of the park along the perimeter to Palm Canyon.
- A monorail could be a good idea. It occupies a very small footprint and transports a large number of people.
- It's a great idea to put youth-oriented activities in Pepper Grove (carousel, miniature railroad).
- It's fine if the Zoo only has one entry, but it would be nice if there were more than one exit. This would allow people to cross through the Zoo to get to other areas of the park.
- The gateways at the entrances to the park are very important to set the tone. I am pleased that every plan shows a dedication to the necessity for mass transit. I hope the City Council sees and hears this.
- We are still bringing a lot of cars to the Zoo even if parking is located underneath the existing lot.
- Putting ball fields at Roosevelt Junior High is a great idea.

SUMMARY OF POSITIVE AND NEGATIVE COMMENTS (continued)

- If the carousel and miniature train are relocated to Pepper Grove, we will need a pedestrian overpass over Park Boulevard to get families across this busy boulevard.
- All parking structures should be outfitted with electric vehicle recharging facilities. I like the fact that there appears to be unanimity in the idea of closing Florida Drive north of Zoo Place and restoring the natural habitat.
- The idea about continuing the Prado across Park Boulevard is good. This would provide an ideal location for a transit stop.
- Team #6 had an interesting idea about putting parking underneath Spanish Village, and reconstructing Spanish Village on top of it.
- I am concerned about moving the carousel to Pepper Grove and relegating all children's activities to one area. Children bring vitality to the park and there should be children's activities oriented to the Prado.
- There have been concerns expressed regarding the Zoo employee parking inside the Zoo and the traffic that it would cause. This idea would appeal to me if access were taken from Quince Street instead of Richmond.
- All of the plans presented maintain the integrity of the surrounding neighborhoods.
- Mobility issues are important to consider, especially with our aging population.
- I would like to see a soccer field on the East Mesa.
- I'm glad to see that the idea of a pedestrian only Prado is supported by most of the plans. Closing the Palisades parking area and Florida Drive are also good ideas.
- The East Mesa Precise Plan discusses pedestrian bridges across the canyon to the Central Mesa. These should be incorporated into the plan.
- There are not enough recreational activities for adolescents in the park. The landfill could be a site to place BMX tracks, paintball fields, etc.
- I like the wildlife corridor that was included in Plan #6.
- A multi-story parking structure could be incorporated at Inspiration Point for joint use with the Navy and City College. If you charged for parking here, it could be a revenue generator so that other parking areas can remain free.
- I'm happy to see that all plans accommodate the need for more space at the Zoo.
- All the plans also seem to recognize the importance of the miniature train and the carousel.
- No one has mentioned paid parking. This will be controversial, but we need to address it. I think there should be paid parking.

PAID VERSUS FREE PARKING COMMENTS

Steve asked for comments and opinions about the concept of paid vs. free parking. These comments are summarized below:

- Everyone has proposed parking structures, which are not cheap to build. Paid parking is a way to pay for them.
- Paid parking in the north would encourage people to park in the surrounding neighborhoods.
- Paid parking would be very detrimental for volunteers. All parking should be free within Balboa Park.
- The Navy Hospital has one of the largest dedicated areas within Balboa Park. They should solve their own parking problem on their leasehold.
- The only way paid parking would work is if all of the lots are paid parking. You can't have some free and some paid.
- Paid parking for volunteers would be prohibitive.
- I am concerned about paid parking. There are groups outside of Balboa Park that use Balboa Park lots for overflow parking for large events. By charging for parking, it will have more impact on the surrounding neighborhoods.
- We need to bring CCDC into this discussion because Balboa Park is a part of downtown. We can't look at this as an isolated thing. The problem is bigger than just Balboa Park.
- The reality is that underground parking is not cheap. It has to be paid for with a reasonable parking charge.
- If a parking structure were free, it would be hard to float bonds to pay for it. The bonds would require that there is a revenue source.
- One idea addressing this issue is to validate parking for park users.
- You can solve the paid vs. free parking and volunteer vs. visitor parking with a parking permit program. As a rule, environmentalists don't approve of free parking.
- Free parking is the biggest subsidy to the auto that we have. We can think of ways to solve these problems. Perhaps we could charge for parking at peak times, provide permits for volunteers, etc.
- If a parking structure were constructed on 6th Avenue, it could be a shared use with the commercial development that is happening on that side of the park. What about orienting the Zoo entrance on 6th Avenue?
- The historic streetcars may be eligible for funding by the federal government because of their national historic designation. These streetcars could connect the ballpark, Balboa Park and the surrounding neighborhoods. This would encourage people to spread their tourism dollars to other places.
- I am concerned that the parking is oriented too much to the freeways for the convenience of visitors and tourists. We need to address parking needs of the residents.

PAID VERSUS FREE PARKING COMMENTS (continued)

- The cost of parking structures necessitates that they charge for parking. A residential parking permit system could be implemented in the neighborhoods to prevent people who don't want to pay for parking from parking there.
- There is something wrong with charging for parking in Balboa Park.
- It is impossible to accommodate the demands of everyone who wants to park in Balboa Park.
- Plan #5 proposes a parking structure underneath the Rose Garden. One of the benefits of this location is that is close to Florida Drive. If Florida Drive is closed, the parking structure may be eligible for federal park funds.
- Putting another structure in Florida Canyon contributes to the continued degradation of the canyon.
- It might be easier to put a structure under the street instead of in Florida Canyon. I am concerned with the visual impact a structure would have on Florida Canyon.
- The edge effect of bringing cars and pollution into the MSCP area (in Florida Canyon) is detrimental. Because of the damage pollution will cause, it effectively moves the edge of the MSCP farther east into the canyon.
- People who just want to enjoy the open space in the park are under represented. I would like to see a leasehold for garden spaces as large as the San Diego Zoo space.
- The Golden Hill community is adamantly opposed to a parking structure in Florida Canyon. I don't see how it could be done without creating a major scar in the canyon.
- We are here because the Zoo wants to expand. I don't see a particular problem with parking the way that it is. I don't want to pay for parking so outside visitors can be accommodated.
- I am opposed to disturbing Florida Canyon any further. The Navy took part of the park that was intended for all of us.
- We need to improve access options. We need to expand the light rail system that we have invested so much in.
- The neighborhoods around the stadium are proof that people will park in the surrounding areas to avoid paying for parking.
- The historic streetcar system is a great idea, but I'm not sure it will solve the problem. We may need newer transit technologies to deal with the volume of people moving.
- Because Florida Drive - Zoo Place is an important connection, it makes sense to look at the feasibility of a structure underneath the Rose Garden.
- An advantage of covered parking is that run-off problems will be diminished.
- The navy should be participating in working for a transit solution.

PAID VERSUS FREE PARKING COMMENTS (continued)

- The Rose Garden structure could be tiered so that each layer is smaller than the one beneath it. It could also be shared with the Navy Hospital. The access to the hospital would be from the lower levels of the structure, and access off of Park Boulevard could be provided for the upper levels. There would be no increase in traffic on Florida Drive with this access plan. Heavy landscaping could mitigate visual impacts.
- The historic streetcars can move 2400 people per hour.
- Historic streetcars run on the same track and power source as San Diego's trolleys. There is a natural fit between the two systems.
- Most of the plans have asked that the Zoo stay within its footprint. I hope the Zoo heeds this in their plan.
- The triangular piece of land near the area of the Zoo's proposed employee parking lot would be a good trade-off for moving employee parking inside their fence line.

MEETING CONCLUSION

Steve turned the meeting over to Stephen Haase, who thanked everyone for participating.

B a l b o a P a r k
P r o p o s e d M a s t e r P l a n A m e n d m e n t s a n d
Z o o l o g i c a l S o c i e t y o f S a n D i e g o L e a s e h o l d

Design Charrette Summary

**Part 2:
Results and Synthesis**

CHARRETTE RESULTS AND SYNTHESIS

Following the design charrette, the plans created by the 16 participating teams were reviewed and analyzed. Many differences and similarities were defined and led to the synthesis of a series of land use and circulation diagrams to evaluate the various options presented.

The following categories were established and diagrams and matrices were created to provide a comparison of the options:

- Open Park Land Locations
- Mass Transit Locations
- Pedestrian and Vehicular Routes
- Zoo and Park Entry Locations
- Zoo Expansion Locations
- Parking Lot Locations
- Parking Structure Locations

After locating the various options within each category on a preliminary diagram, a corresponding matrix permitted the options to be compared in a quantitative manner. The results are presented in an additional diagram for each category that describes the most popular option(s) for each element.

The following pages contain these matrices and diagrams, which will guide the next steps in the planning process.

OPEN PARK LAND LOCATIONS

| <u>Team Number</u> | 1 | 2 | 3 | 4 | 5 | | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | <u>Totals</u> |
|-----------------------------|---|---|---|---|---|--|---|---|---|----|----|----|----|----|----|----|---------------|
| Area 1 | X | | | X | | | | | | | | | | | X | | 4 |
| Area 2 | | | | | | | | | | | | X | | | | | 2 |
| Area 3 | | | | X | | | | | | | | | | | X | | 2 |
| Area 4 | X | X | | | | | | | | | | | | X | | | 3 |
| Area 5 | X | X | | | | | | | | | | | | X | | | 3 |
| Area 6 | | X | | | | | | | | | | | | | | | 2 |
| Area 7 | | X | X | | | | X | | X | X | X | | X | | | | 8 |
| Area 8 | | | | | | | | | | | | | X | | | | 1 |
| Area 9 | | | | | | | | | | | | | X | | | | 1 |
| Area 10 | | | | | | | | | | | | | X | | | | 1 |
| Area 11 | | | | | | | | | | | | | X | | | | 1 |
| Area 12 | | | | | | | | | | | | | X | | | | 1 |
| Area 13 | | | | | | | | | | | | | X | | | | 1 |
| Area 14 | | | | | | | | | | | | | X | | | | 1 |
| Area 15 | | | | | | | | | | X | | | X | X | | | 3 |
| Area 16 | | X | | | | | X | | X | | | | X | X | | | 5 |
| Area 17 | | X | X | | | | X | X | X | X | X | | | | | | 8 |
| Area 18 | | | | | | | X | | X | | | | | | | | 2 |
| Area 19 | | | | | | | | | X | | | | | X | | | 2 |
| Area 20 | | | | | | | | | | | | X | X | | | | 2 |
| Area 21 | | | | | | | | | | | | | | X | | | 1 |
| Area 22 | X | | X | | X | | | | | | | | | | | | 4 |
| Area 23 | | | | X | | | | X | | | | | | | X | | 3 |
| Area 24 | | | | | | | | | | | | | | | X | | 1 |
| Area 25 | | X | | | | | | | X | | | | | X | | | 3 |
| Area 26 | | X | | | | | | | X | | | | | X | | | 3 |
| Area 27 | | | X | | | | | | | | | | | | | | 2 |
| Area 28 | | | | | | | X | | | | | | | | | X | 1 |
| Area 29 | | | | | X | | | | | | | | | | | | 1 |
| Area 30 | | | | | | | | | | | | | | | | | 1 |
| Area 31 | | | | | | | | | | | | X | | | | | 1 |
| Area 32 | | | | | | | | | | | | X | | | | | 1 |
| Area 33 Park Blvd. Corridor | | | | X | | | | X | | | X | | | | | | 4 |
| Area 34 Rec.Florida Dr. | X | X | X | X | X | | X | X | | | | | | | X | X | 10 |

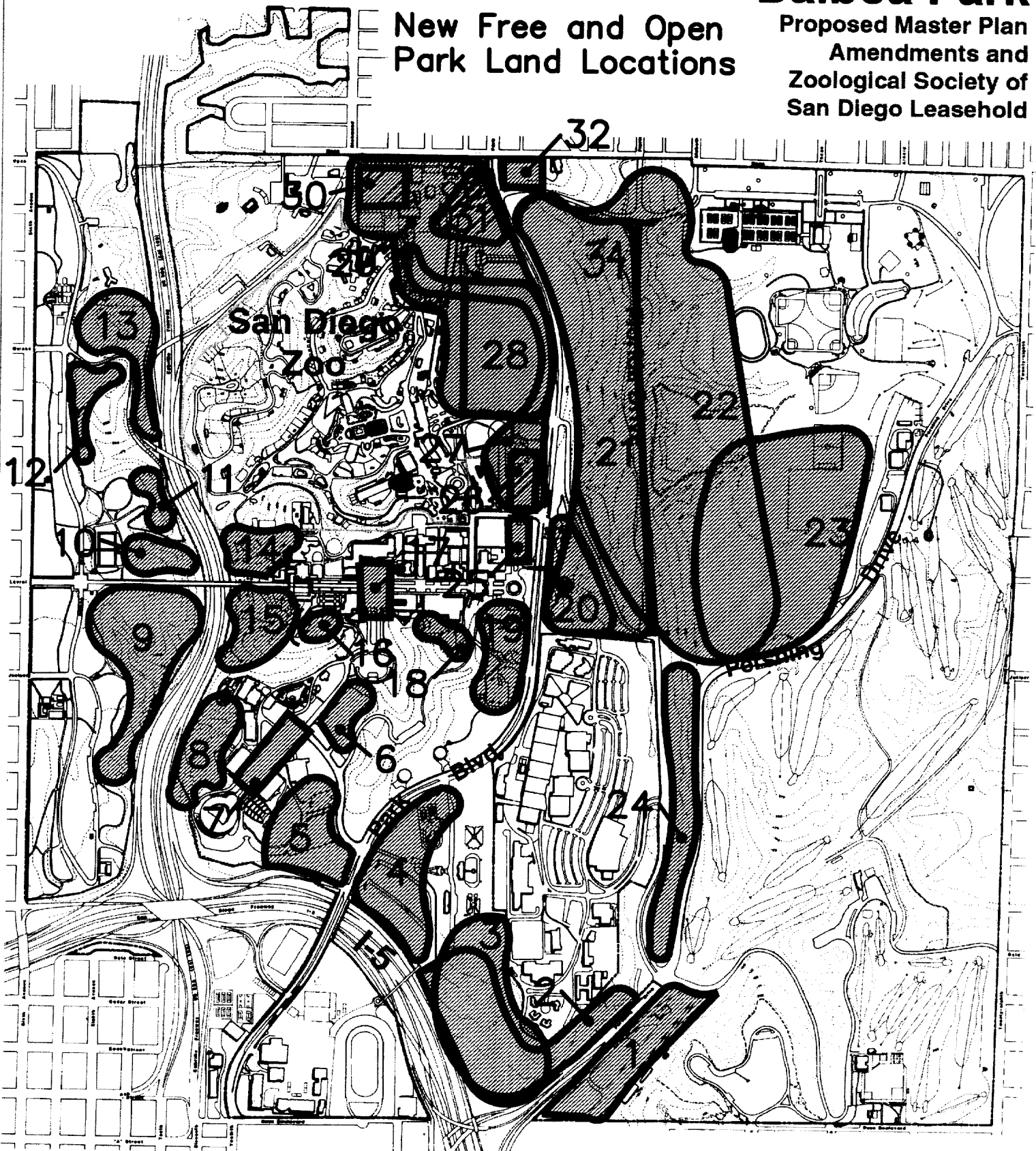
Teams 1-5 were Working Group Teams, Team 6 was Working Group Alternates

Charrette Summary

New Free and Open Park Land Locations

Balboa Park

Proposed Master Plan
Amendments and
Zoological Society of
San Diego Leasehold

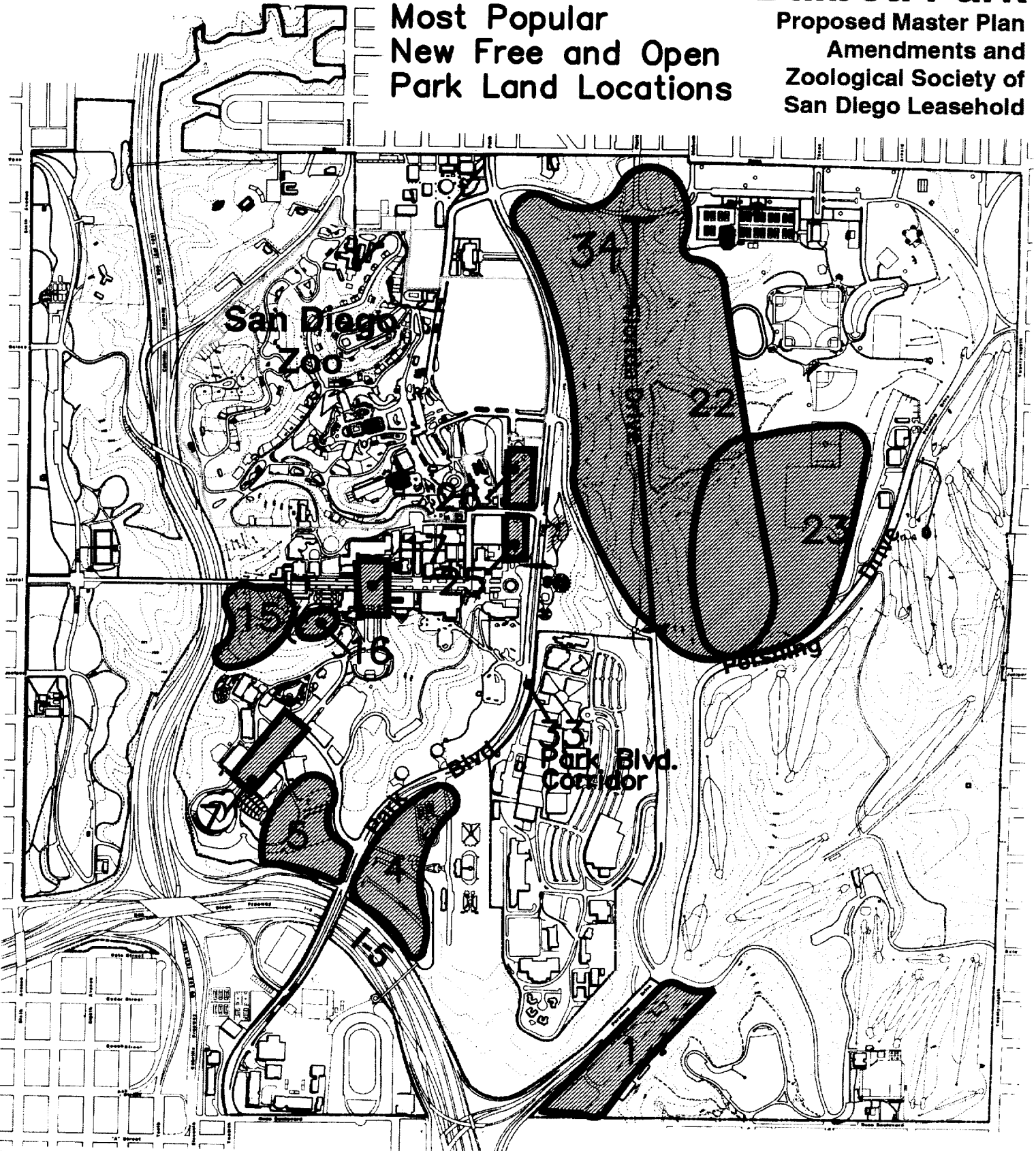


Estrada Land Planning

Charrette Summary
Most Popular
New Free and Open
Park Land Locations

Balboa Park

Proposed Master Plan
Amendments and
Zoological Society of
San Diego Leasehold



Estrada Land Planning

MASS TRANSIT LOCATIONS

| <u>Team Number</u> | 1 | 2 | 3 | 4 | 5 | | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | <u>Totals</u> |
|----------------------|---|---|---|---|---|--|---|---|---|----|----|----|----|----|----|----|---------------|
| TRANSIT STOP | | | | | | | | | | | | | | | | | |
| Location 1 | X | X | X | | X | | | | | X | X | X | X | X | X | X | 12 |
| Location 2 | | | | | | | X | | | | | | X | | | | 2 |
| Location 3 | | | | | | | | | | X | | | | | | | 1 |
| Location 4 | X | X | | | X | | | | | | | X | | | | | 5 |
| Location 5 | | X | | | | | | | | X | X | | | | X | | 4 |
| Location 6 | | | | | | | | | | X | X | | X | X | X | | 5 |
| Location 7 | | | | | X | | | | | | | | | | | X | 2 |
| Location 8 | | | | | | | | | | | | | | | | | 1 |
| Location 9 | | | | | | | | | | X | | | | X | X | | 3 |
| Location 10 | | | | | | | X | | | | | | X | | | X | 3 |
| Location 11 | | | | | | | | | | | | | X | | | X | 2 |
| Location 12 | | | | | | | | | | | | | X | | | | 1 |
| Location 13 | | | | | | | | | | | | | X | | | | 1 |
| Location 14 | | | | | | | | | | | | | | | X | | 1 |
| Location 15 | | | | | | | | | | | | | | | X | | 1 |
| | | | | | | | | | | | | | | | | | |
| TRANSIT ROUTE | | | | | | | | | | | | | | | | | |
| Route 1 | | X | X | | X | | | X | X | X | X | X | X | X | X | X | 13 |
| Route 2 | X | | | | | | | | | | | | | | | | 1 |
| Route 3 | | | | | | | X | | | | | | | | | | 1 |
| Route 4 | | | | | | | | | | | | | X | | | | 1 |
| Route 5 | | | | | | | | | | | | | | | | X | 1 |
| Route 6 | | | | | | | | | | | | | | | X | | 1 |
| Route 7 | | | | | | | | | | X | | | | | | | 1 |

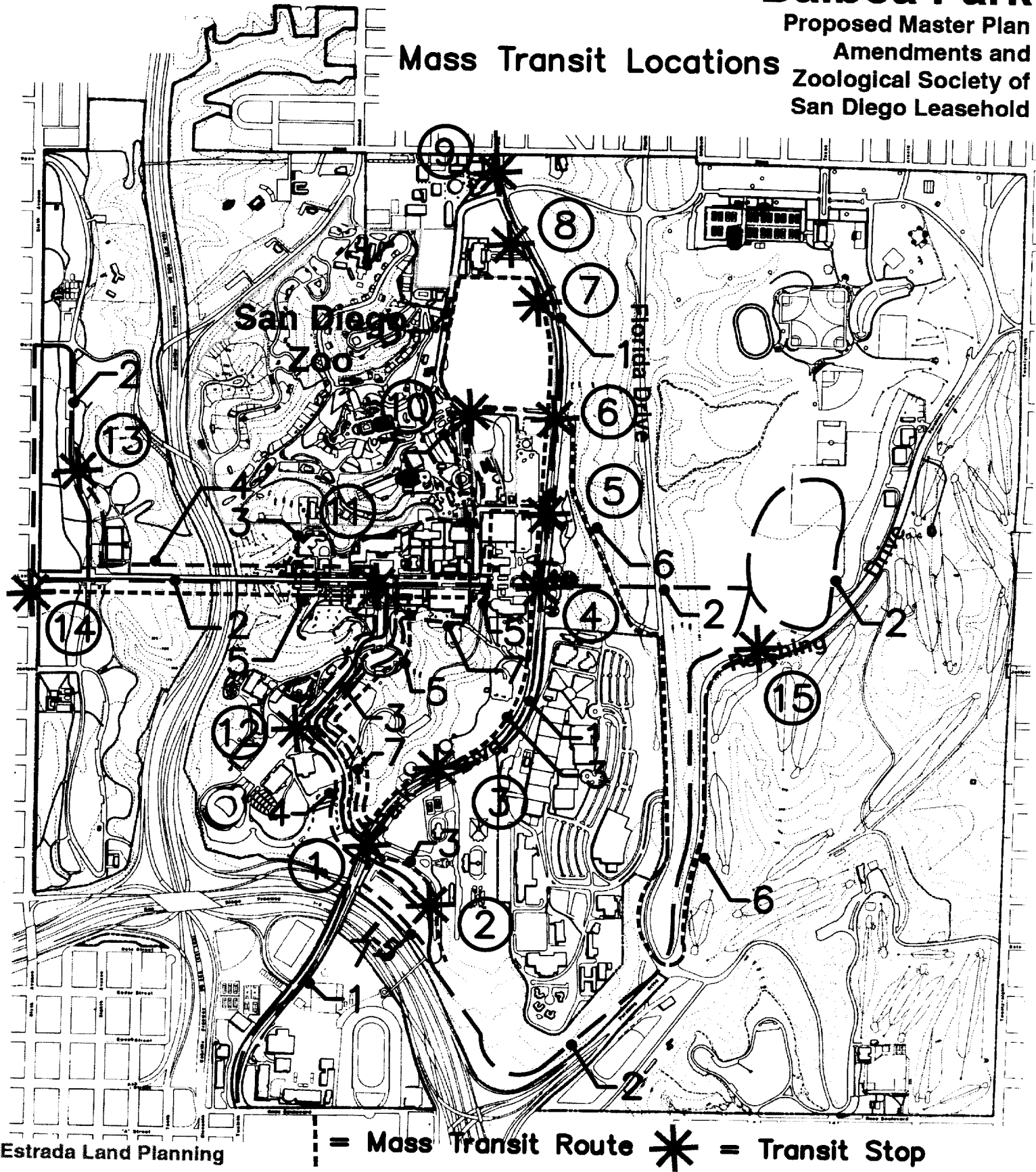
Teams 1-5 were Working Group Teams, Team 6 was Working Group Alternates

Charrette Summary

Balboa Park

Proposed Master Plan
Amendments and
Zoological Society of
San Diego Leasehold

Mass Transit Locations



Estrada Land Planning

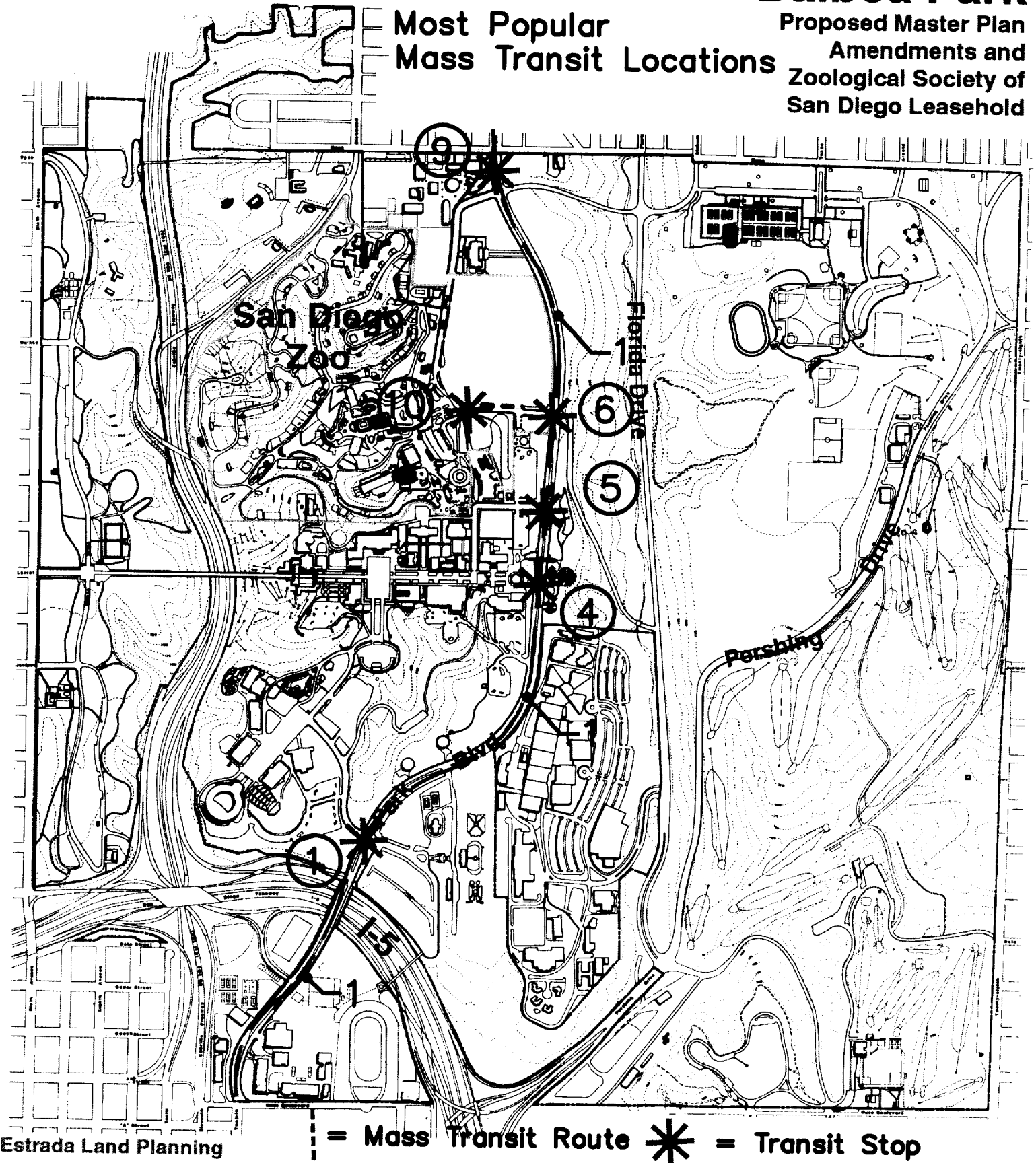
= Mass Transit Route * = Transit Stop

Charrette Summary

Most Popular Mass Transit Locations

Balboa Park

Proposed Master Plan
Amendments and
Zoological Society of
San Diego Leasehold



PEDESTRIAN AND VEHICULAR ROUTES

| Team Number | 1 | 2 | 3 | 4 | 5 | | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | Totals |
|-----------------------------------|----------|----------|----------|----------|----------|--|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---------------|
| NEW PEDESTRIAN PATH | | | | | | | | | | | | | | | | | |
| Location 1 | | | | | | | | | | X | | | | | | | 1 |
| Location 2 | X | X | | | X | | | | | X | X | | | X | X | | 7 |
| Location 3 | X | X | | | X | | | | | X | X | | | X | X | | 7 |
| Location 4 | | | | | | | | | | | X | | | X | X | | 4 |
| Location 5 | | X | | | X | | | | | X | X | | | X | X | | 7 |
| Location 6 | | | | | X | | | | | | | | | X | | | 2 |
| Location 7 | | X | | | | | | | | | | | | X | | | 2 |
| Location 8 | | | | X | X | | | | | X | X | | | X | X | | 7 |
| Location 9 | | | | | | | | | | | | | | X | | | 1 |
| Location 10 | | | | X | | | | | | | | | | | | | 2 |
| Location 11 | | | | | | | | | | | | | | | | | |
| Location 12 | X | | | | | | | | | | | | | | X | | 1 |
| Location 13 | | | | | | | | | | | | | | | | | 1 |
| Location 14 | | | | | | | | | | | | | | | X | | 1 |
| | | | | | | | | | | | | | | | X | | 1 |
| EXISTING ROAD TO BE CLOSED | | | | | | | | | | | | | | | | | |
| Road 1 | X | X | X | X | X | | X | X | | | | | | | X | | 9 |
| | | | | | | | | | | | | | | | | | |
| NEW ROAD | | | | | | | | | | | | | | | | | |
| Route 1 | | | | | X | | | | | | | | | | | | 1 |
| Route 2 | X | | | | | | | | | | | | | | | | 1 |

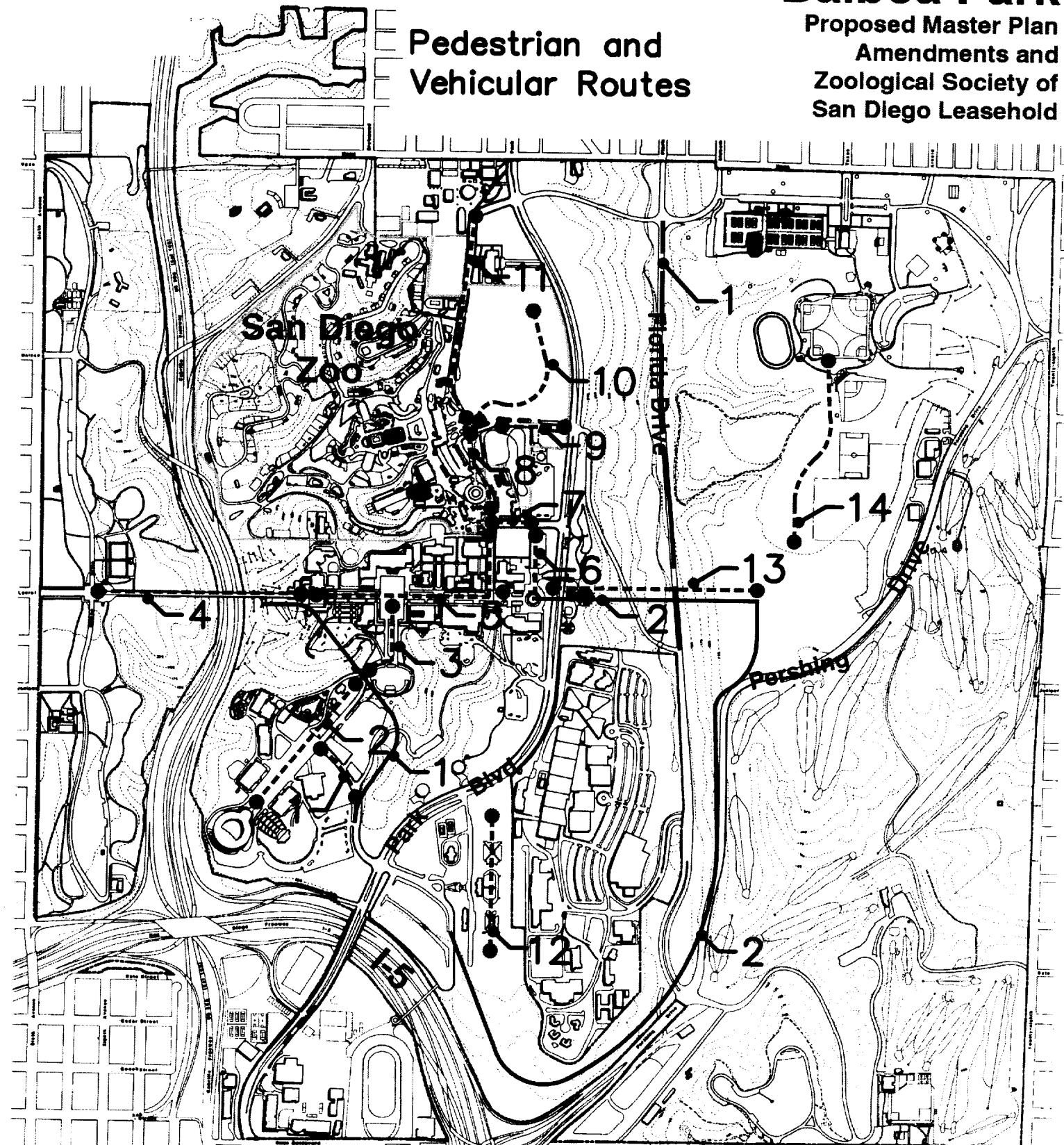
Teams 1-5 were Working Group Teams, Team 6 was Working Group Alternates

Charrette Summary

Balboa Park

Pedestrian and Vehicular Routes

Proposed Master Plan
Amendments and
Zoological Society of
San Diego Leasehold



Estrada Land Planning

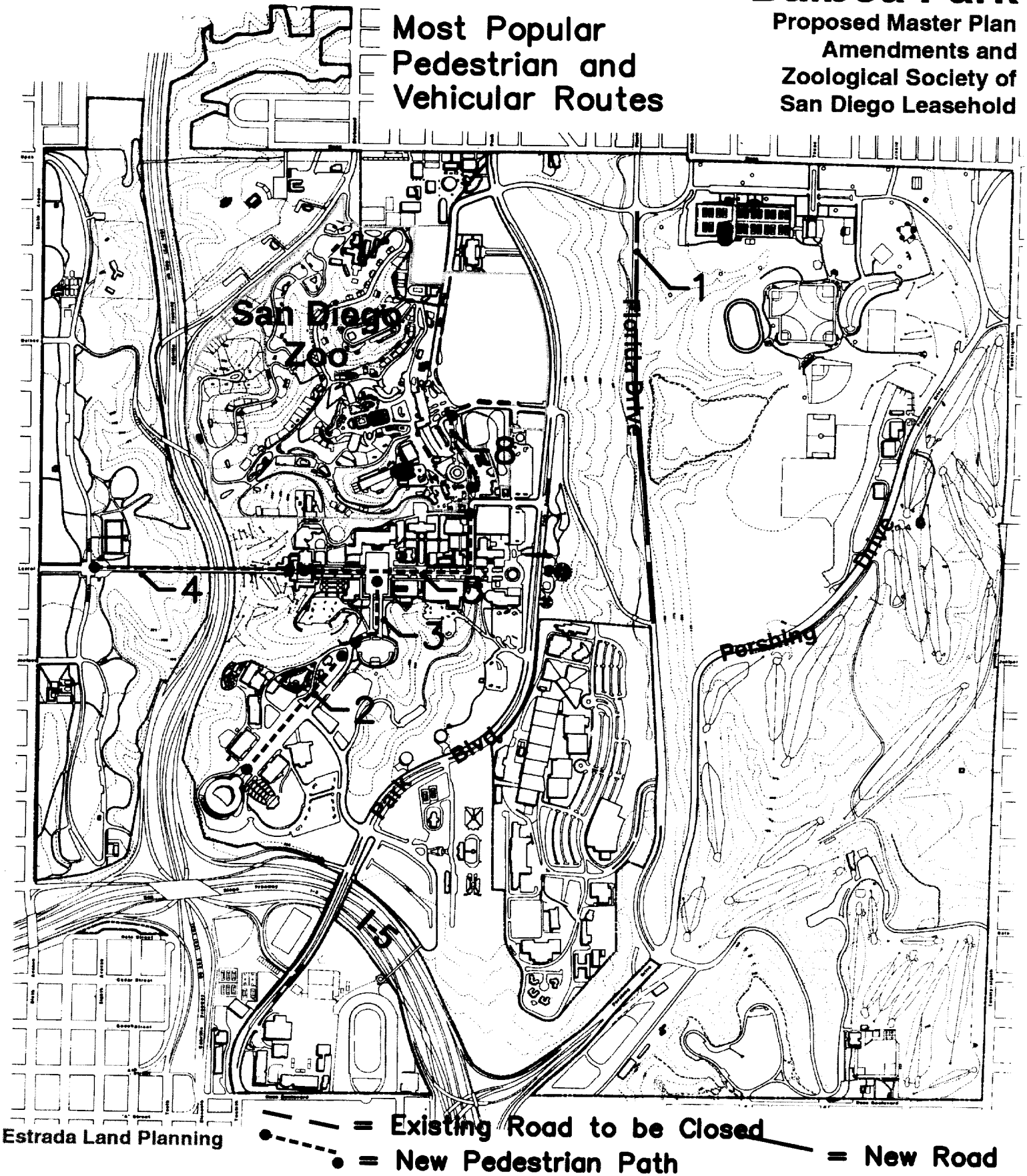
— = Existing Road to be Closed
● = New Pedestrian Path
— = New Road

Charrette Summary

Most Popular Pedestrian and Vehicular Routes

Balboa Park

Proposed Master Plan
Amendments and
Zoological Society of
San Diego Leasehold



ZOO AND PARK ENTRY LOCATIONS

| <u>Team Number</u> | 1 | 2 | 3 | 4 | 5 | | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | <u>Totals</u> |
|------------------------------|---|---|---|---|---|--|---|---|---|----|----|----|----|----|----|----|---------------|
| ZOO ENTRIES | | | | | | | | | | | | | | | | | |
| Entry 1 | | X | | | | | | | | | | | | | | | 1 |
| Entry 2 | X | | X | | | | | | | | | | | | | | 2 |
| Entry 3 | | | | | | | | | | | | | | | | X | 1 |
| Entry 4 | | | | X | | | | | | | | | | | | | 1 |
| Entry 5 | | | | | | | X | | | X | | | | X | | | 3 |
| Entry 6 | | X | | | X | | | | | | | | | | | | 2 |
| Entry 7 | | | | X | | | | | | | | | | | | | 1 |
| Entry 8 | | | | | | | | | | X | | X | | | | | 2 |
| Entry 9 | | | | | | | | | | | | | | | | X | 1 |
| <u>Team Number</u> | 1 | 2 | 3 | 4 | 5 | | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | <u>Totals</u> |
| PARK ENTRY STATEMENTS | | | | | | | | | | | | | | | | | |
| Entry 1 | | | | | | | | | | | | | | X | | | 2 |
| Entry 2 | | | | | | | | | | | | | | | | | 1 |
| Entry 3 | X | | | | | | | | | | | | | | | | 1 |
| Entry 4 | X | | | | | | | | | | | | | | | | 1 |
| Entry 5 | X | | | | | | | | | | | | | | | | 1 |
| Entry 6 | | | | | | | | | | | X | X | | | | | 3 |

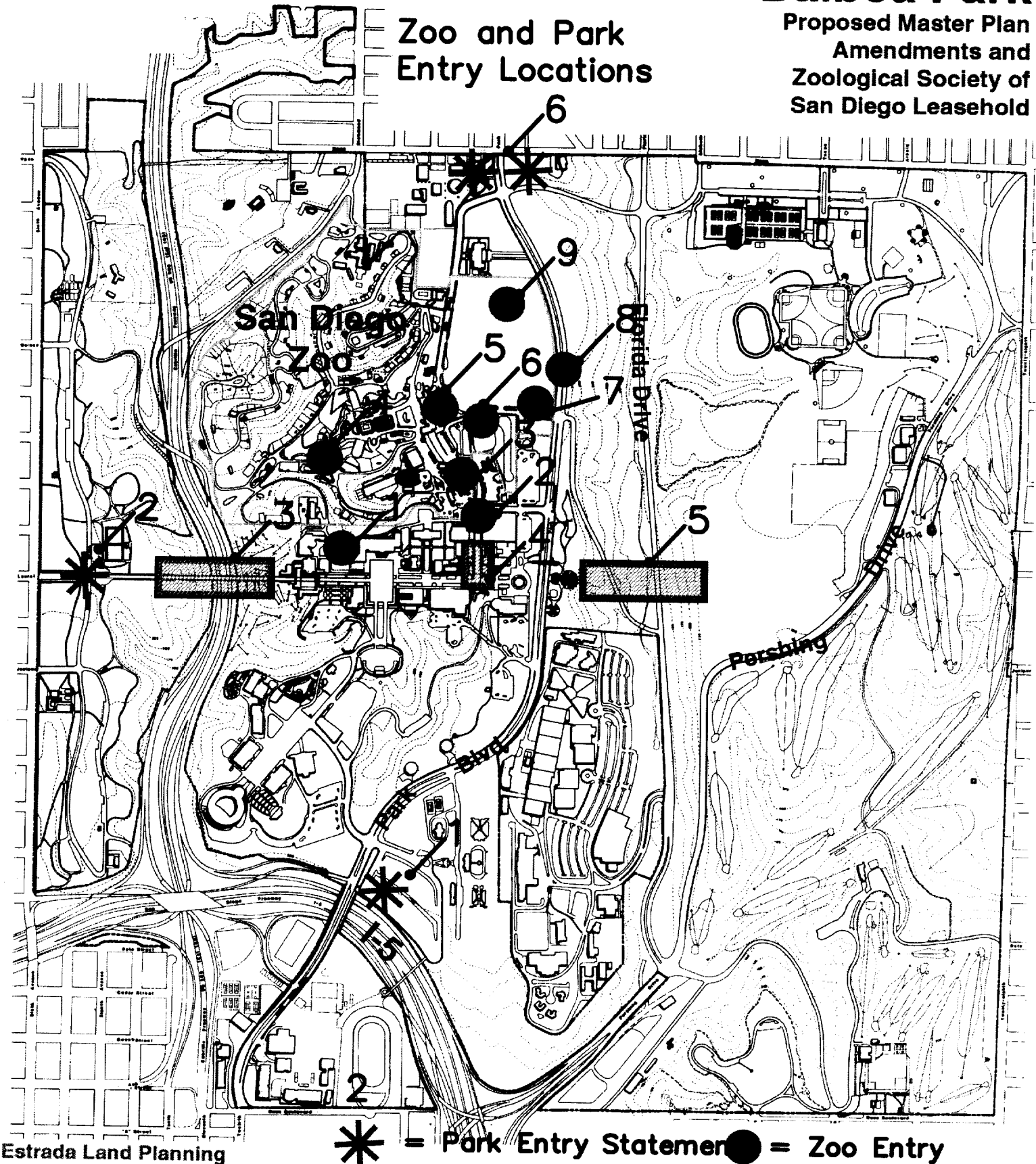
Teams 1-5 were Working Group Teams, Team 6 was Working Group Alternates

Charrette Summary

Balboa Park

Proposed Master Plan
Amendments and
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Zoo and Park Entry Locations



* = Park Entry Statement ● = Zoo Entry

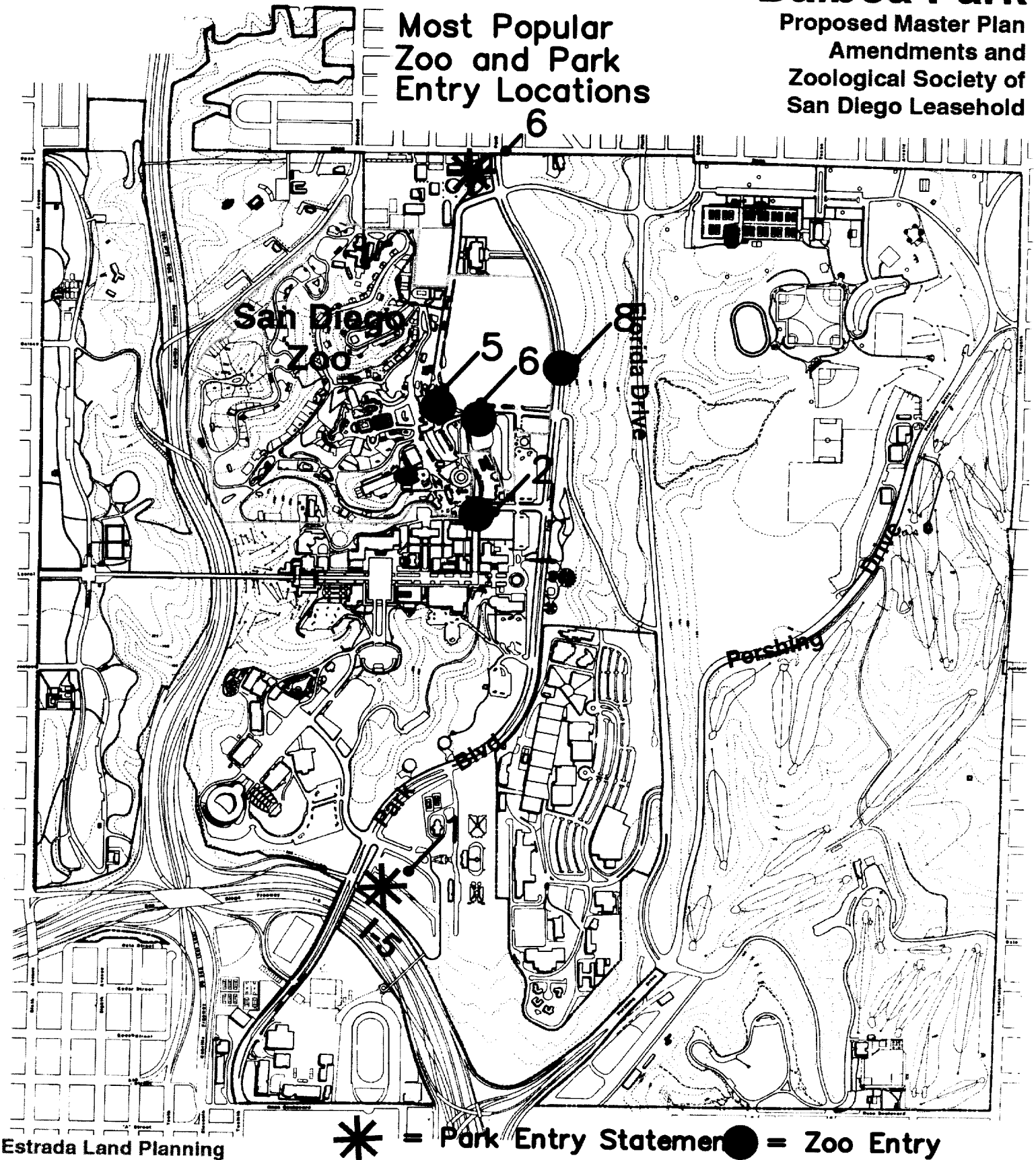
Estrada Land Planning

Charrette Summary

Most Popular Zoo and Park Entry Locations

Balboa Park

Proposed Master Plan
Amendments and
Zoological Society of
San Diego Leasehold



Estrada Land Planning

ZOO EXPANSION LOCATIONS

| <u>Team Number</u> | 1 | 2 | 3 | 4 | 5 | | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | <u>Totals</u> |
|---------------------------|----------|----------|----------|----------|----------|--|----------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------------|
| Area 1 | | | | | | | | | | | | X | | | | | 1 |
| Area 2 | X | X | X | X | X | | | X | X | X | X | X | X | X | X | X | 15 |
| Area 3 | X | X | | | | | | X | X | | | X | | | | X | 6 |
| Area 4 | | | | | | | | X | X | | | X | | | | | 3 |
| Area 5 | | | | | | | X | | | | | | | | | | 1 |
| Area 6 | | | | | | | | | | | X | | | | | | 1 |
| Area 7 | | | | | | | | | | | | X | | | | | 1 |
| Area 8 | | | | | | | | | | | | | X | | | | 1 |
| Area 9 | | | | | | | | | X | | | | | | | | 1 |

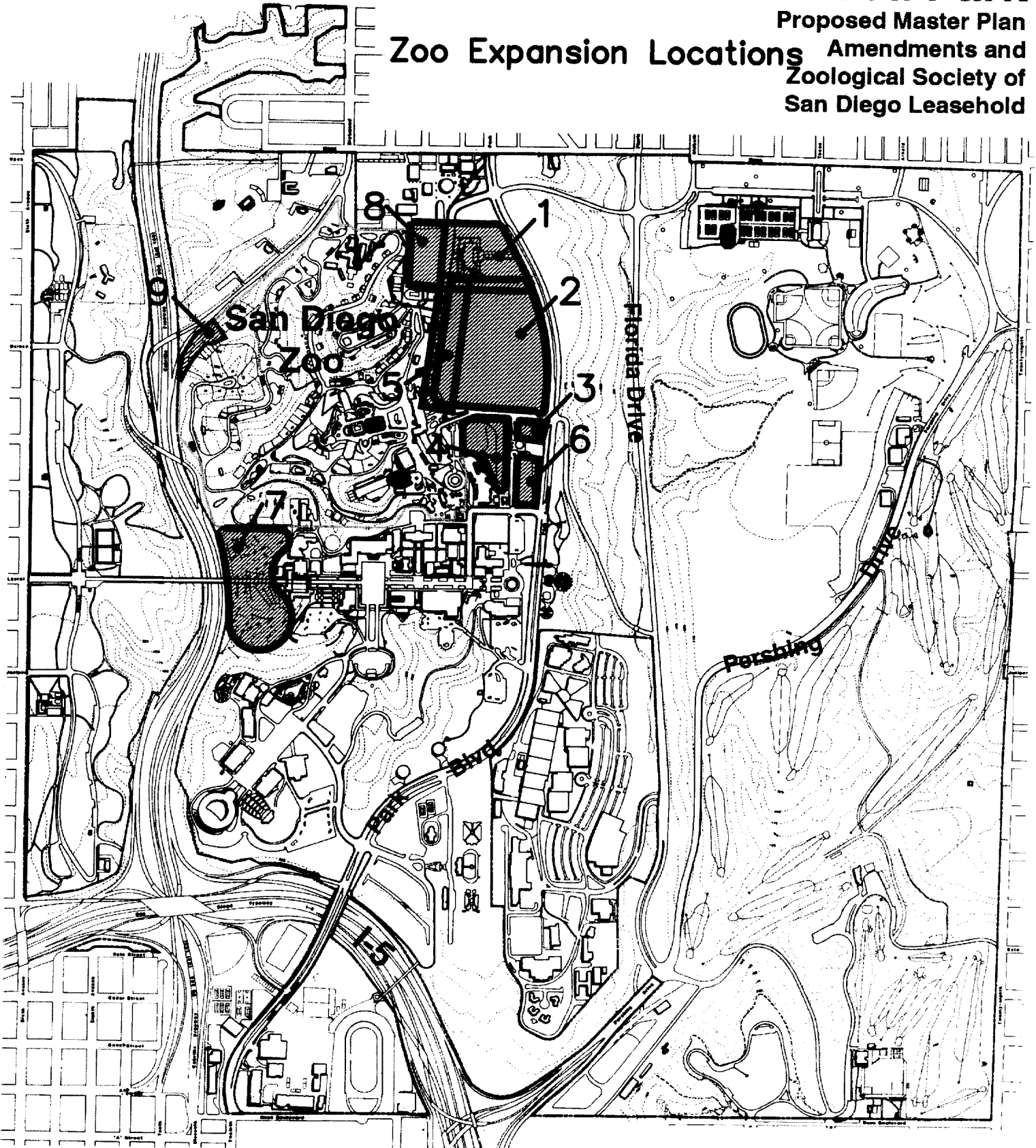
Teams 1-5 were Working Group Teams, Team 6 was Working Group Alternates

Charrette Summary

Balboa Park

Zoo Expansion Locations

Proposed Master Plan
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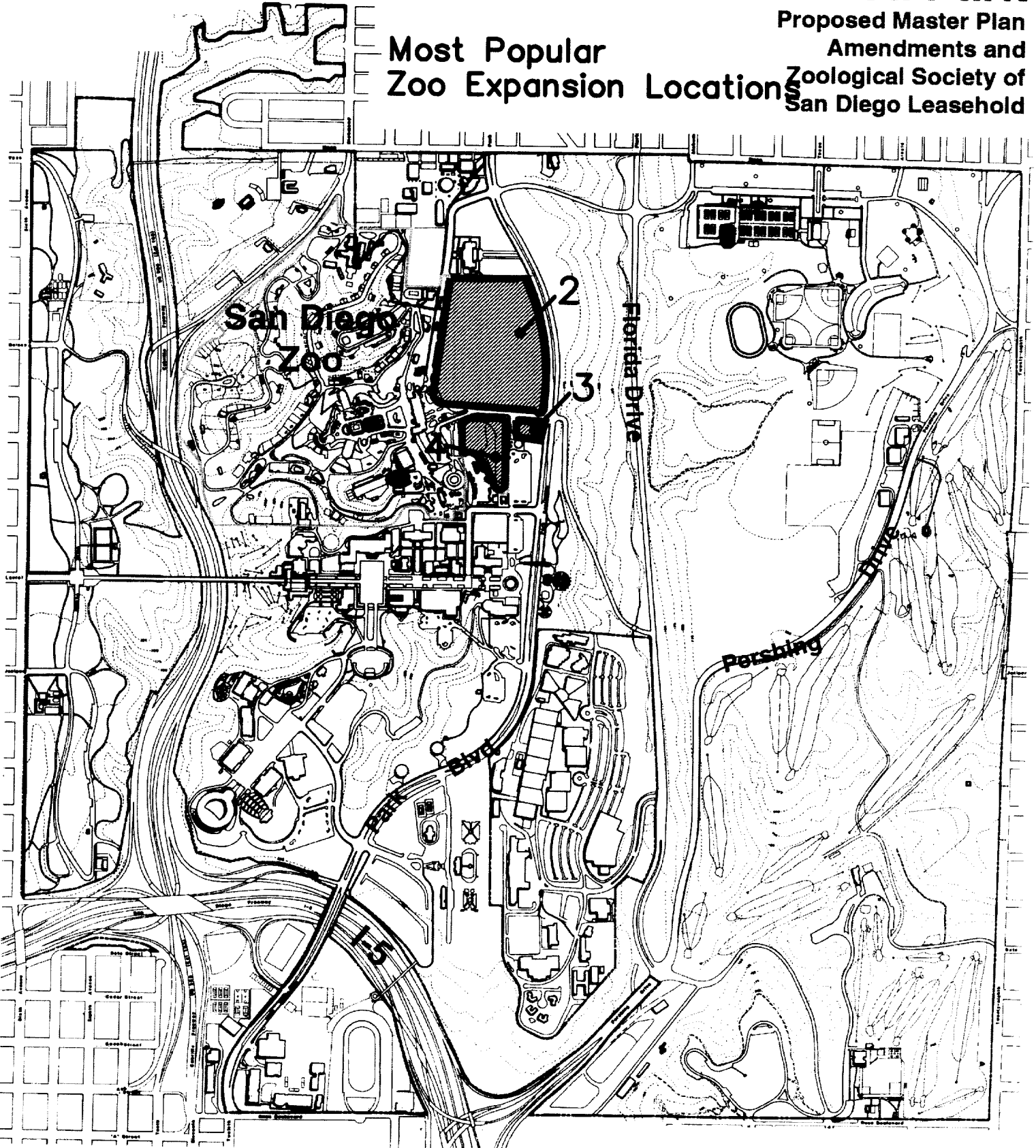
Estrada Land Planning

Charrette Summary

Balboa Park

Proposed Master Plan
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San Diego Leasehold

Most Popular Zoo Expansion Locations



Estrada Land Planning

PARKING LOT LOCATIONS

| <u>Team Number</u> | 1 | 2 | 3 | 4 | 5 | | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | <u>Totals</u> |
|--------------------|---|---|---|---|---|--|---|---|---|----|----|----|----|----|----|----|---------------|
| Area 1 | | | | | X | | | | | | | | | X | | | 2 |
| Area 2 | | | | | | | X | | | | | | | | | | 1 |
| Area 3 | | | | | X | | | | | | | | | | | | 1 |
| Area 4 | | | | | | | | | | | | X | | | | | 1 |
| Area 5 | X | | | | | | | | | | | | | | X | | 3 |

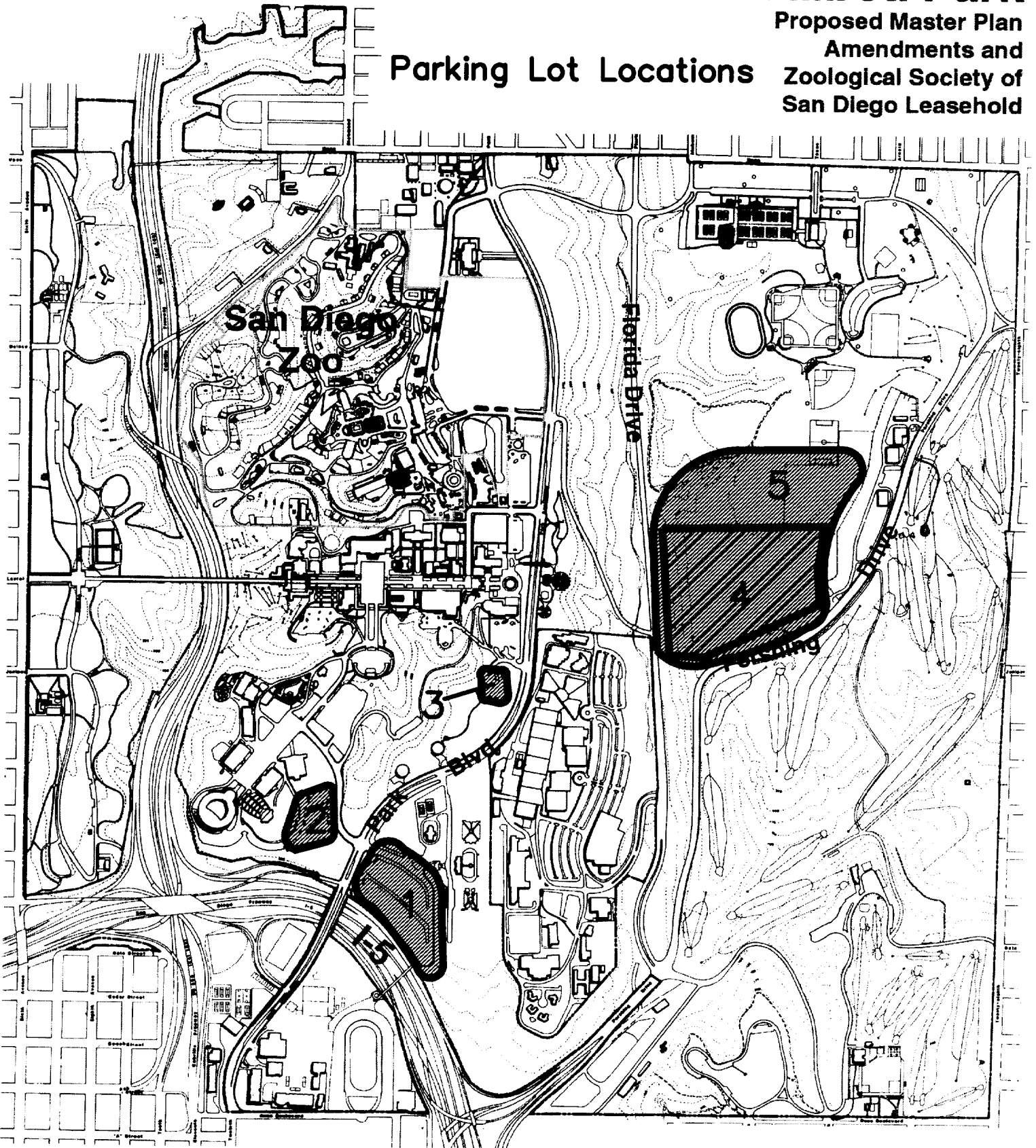
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Proposed Master Plan
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Parking Lot Locations



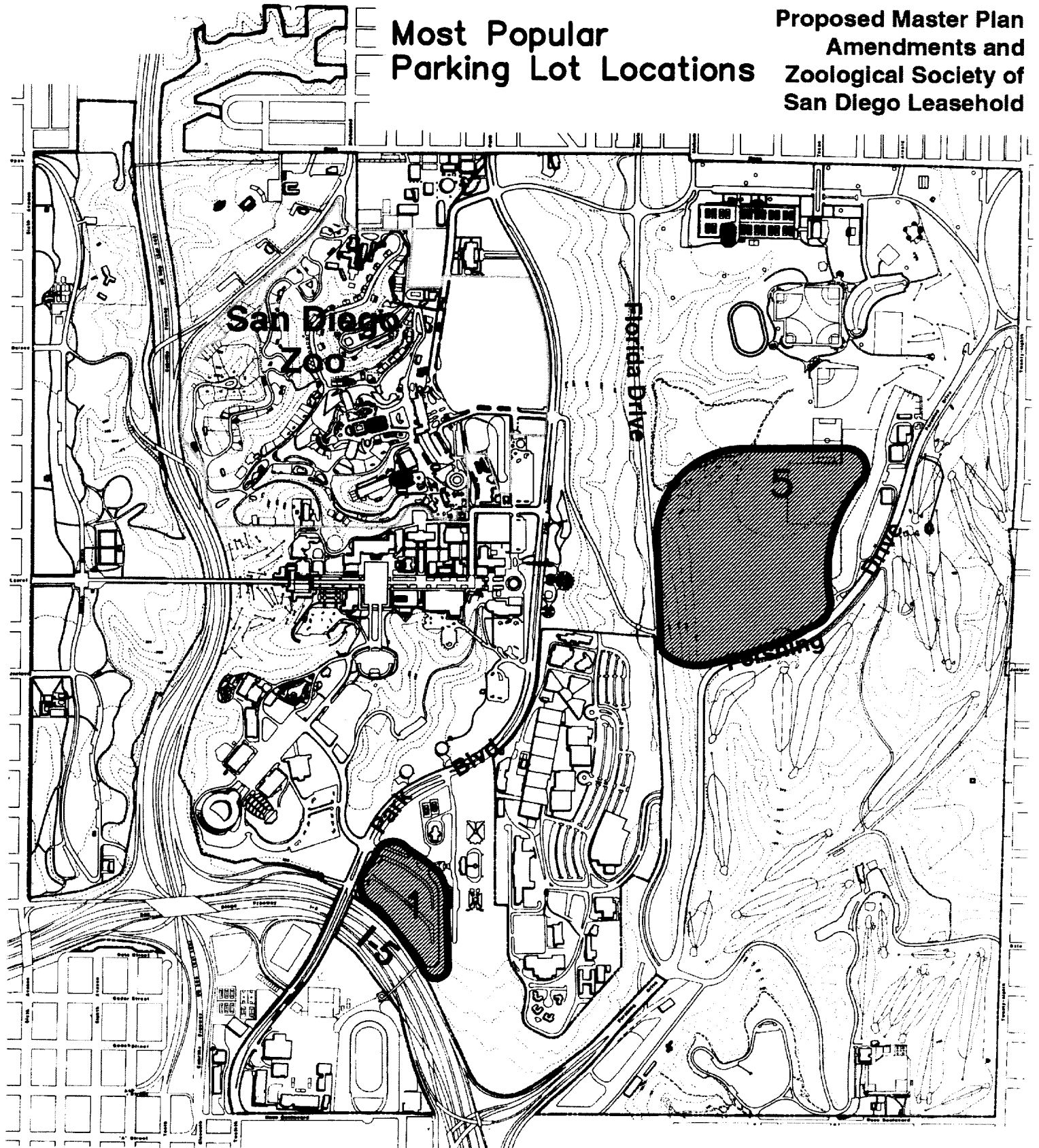
Estrada Land Planning

Charrette Summary

Balboa Park

Proposed Master Plan
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San Diego Leasehold

Most Popular Parking Lot Locations



Estrada Land Planning

PARKING STRUCTURE LOCATIONS

| Team Number | 1 | 2 | 3 | 4 | 5 | | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | Totals |
|-------------|---|---|---|---|---|--|---|---|---|----|----|----|----|----|----|----|--------|
| Area 1 | X | X | | | | | X | X | | X | X | | X | X | X | | 9 |
| Area 2 | | | | | | | | X | | | | | | | | | 2 |
| Area 3 | | X | X | X | X | | X | X | | | X | X | | X | X | | 10 |
| Area 4 | | | | | | | | X | | | | | | | | | 1 |
| Area 5 | | | | | | | | | | | | | | | | X | 1 |
| Area 6 | | | | | | | | | | | | | | X | | | 1 |
| Area 7 | | | | X | | | | | X | | | X | | | | | 3 |
| Area 8 | | | | | | | | X | | | | | | | | | 1 |
| Area 9 | | | | | X | | | X | | X | | X | | | | | 5 |
| Area 10 | | X | | | X | | | X | | | | | | | | | 4 |
| Area 11 | X | | X | X | X | | X | X | X | X | X | X | X | X | X | X | 14 |
| Area 12 | | | | | | | | X | | | | X | | | | | 2 |
| Area 13 | | | | | X | | | X | | | | X | | | | | 3 |
| Area 14 | X | X | X | | X | | | | | | | | | | | | 4 |
| Area 15 | | | | | | | X | X | | X | | | | | | | 3 |
| Area 16 | | | | | | | | | | | | | | | | | 1 |
| Area 17 | | | X | | | | | X | | X | | X | | | | | 5 |
| Area 18 | | | | | | | X | X | X | | X | | | X | | | 5 |
| Area 19 | | X | | | X | | X | | X | | | | X | X | | X | 8 |
| Area 20 | | | | X | X | | X | | | | X | X | X | X | | X | 8 |
| Area 21 | | | | | X | | X | X | | | X | X | X | X | X | | 8 |
| Area 22 | | | | | | | | | | | | | | | | | 1 |
| Area 23 | | | | | | | | X | | | | | | | | | 1 |
| Area 24 | | | | | | | | | | | | X | | | | | 1 |
| Area 25 | | | X | X | | | | | X | | | | | | | | 3 |
| Area 26 | | | X | X | | | | | X | | | | | | | | 3 |
| Area 27 | X | | | | | | | | | | | | | | | | 1 |
| Area 28 | | | | X | | | | | | | | | | | | | 1 |
| Area 29 | | | | | | | | | | | | | | X | | | 1 |
| Area 30 | | | | | | | | X | | | | | | | | | 2 |
| Area 31 | | | | | | | | X | | | | | | | | | 1 |
| Area 32 | | | | | | | | X | | | | | | | | | 1 |
| Area 33 | | | | X | X | | | | | | | | | | | | 2 |
| Area 34 | | | | | | | | | | | X | | | | | | 1 |
| Area 35 | | | | | | | | | | | | | X | | | | 1 |
| Area 36 | | | | | | | | | | | | | X | | | | 1 |
| Area 37 | | | | | | | | X | | | | | | | | | 1 |
| Area 38 | | | | | | | | X | | | | | | | | | 1 |

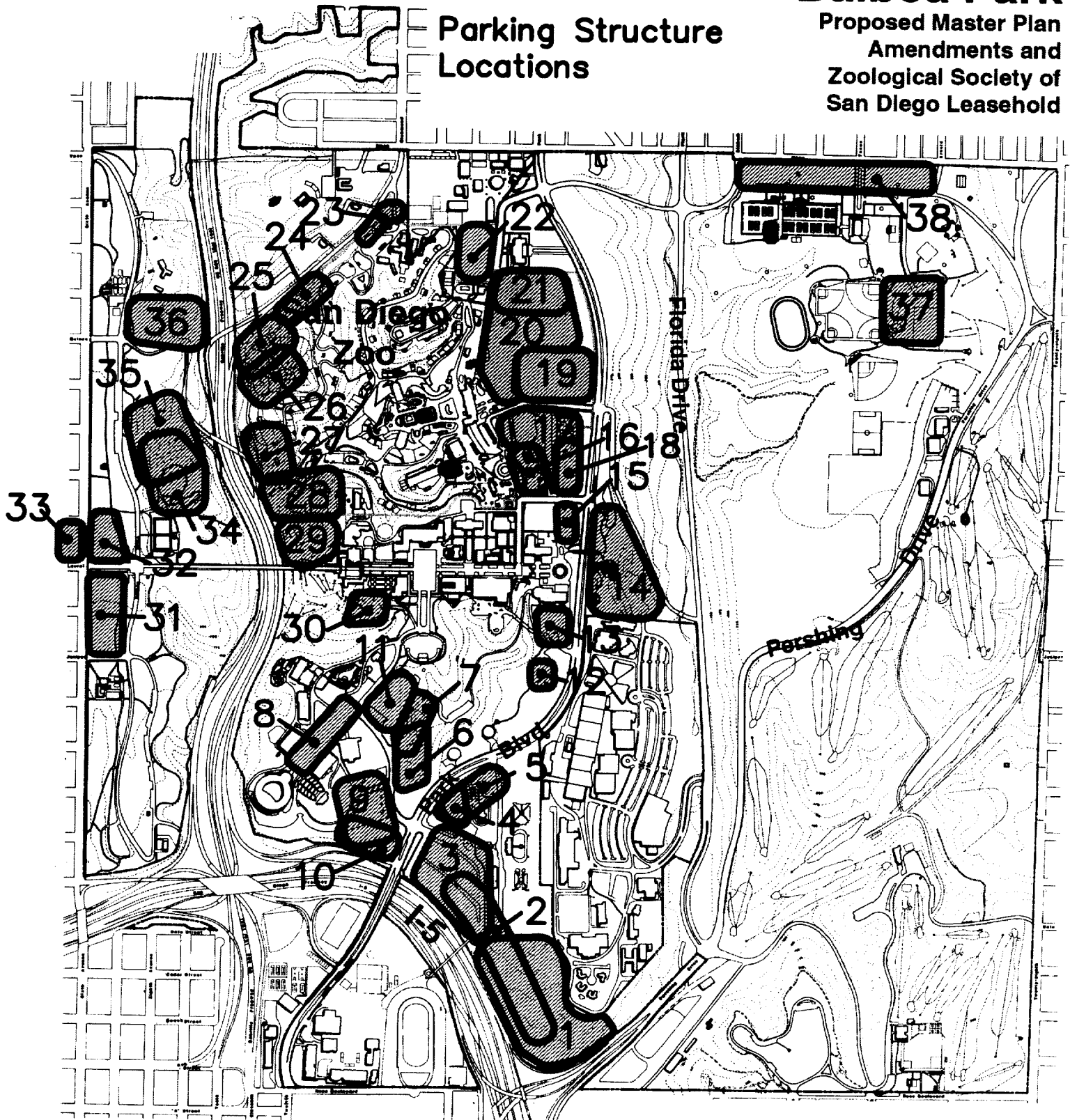
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Charrette Summary

Parking Structure Locations

Balboa Park

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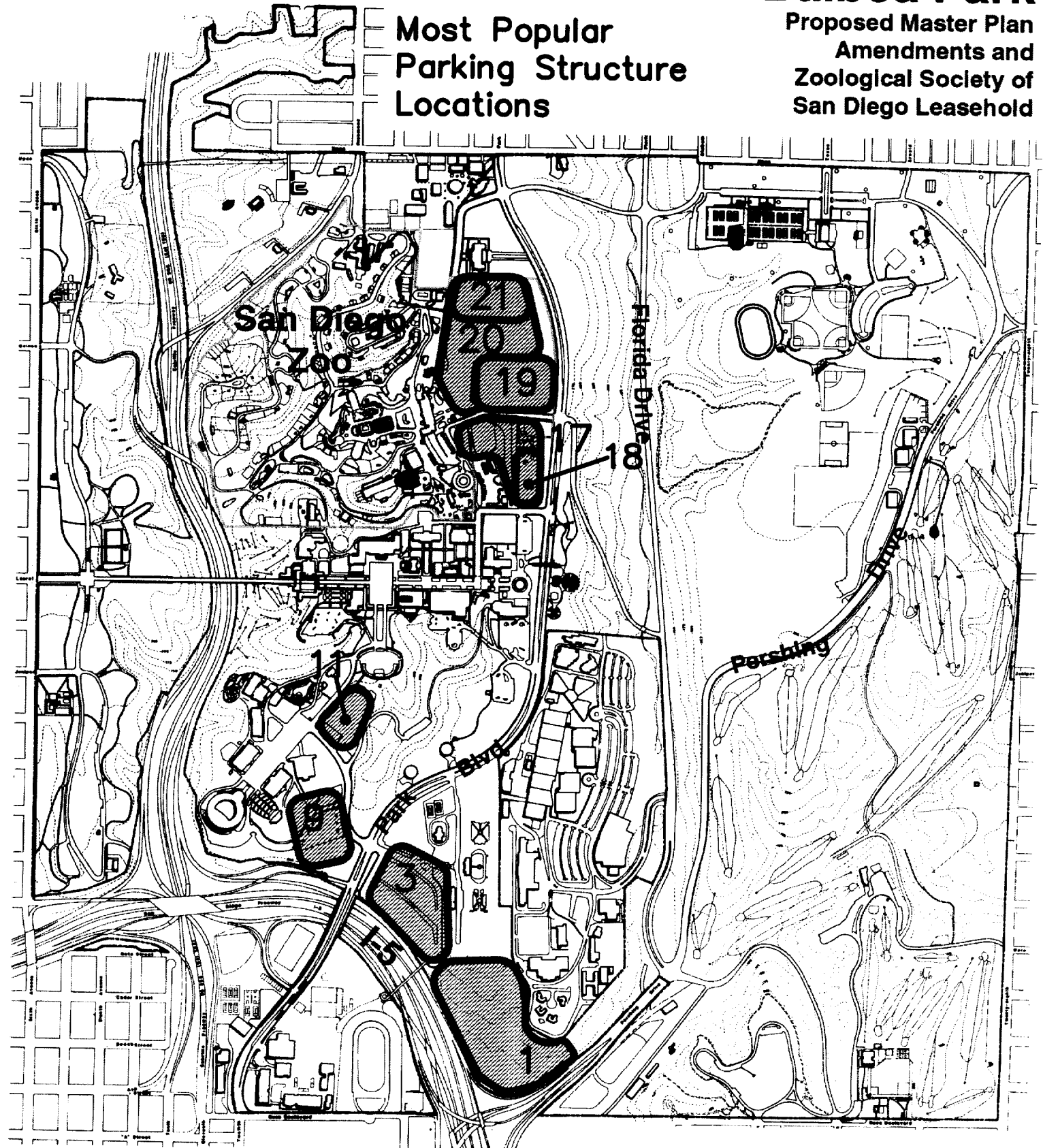
Estrada Land Planning

Charrette Summary

Most Popular Parking Structure Locations

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Estrada Land Planning